



P E N N S Y L V A N I A
B U S A S S O C I A T I O N

Representing the Motorcoach Industry Since 1923

April 4, 2022

The Honorable Kim Ward
Senate Majority Leader
Senate Box 203039
Harrisburg, PA 17120-3039

The Honorable Jay Costa
Senate Democratic Leader
Senate Box 203043
Harrisburg, PA 17120-3043

RE: **PBA Supports and Urges Action on Senate Bill 382- Reforming Pennsylvania's
Public-Private Transportation Partnership Statute**

Dear Senate Leaders,

On behalf of Pennsylvania's private bus companies as well as our affiliate members, I am writing to reinforce the Pennsylvania Bus Association's **support** for Senate Bill 382 (Langerholc-R) and to respectfully urge the **Senate to concur in House amendments to this legislation.**

The Pennsylvania Bus Association (<http://pabus.org/>) was founded in 1923 and has functioned without interruption and with an unrelenting commitment to the safety of the traveling public and the economic well-being of its member companies. PBA boasts a well-rounded program of activities for both bus operator and supplier members and carries a current membership of over 750 entities. Governmental affairs, travel and tourism marketing, education, safety, and communication constitute the major areas of involvement for this, one of the oldest public passenger transportation associations in the United States.

Senate Bill 382 (Langerholc-R) amends Title 74 (Transportation), in public-private transportation partnerships, establishing a definition for transportation-related service and providing analysis responsibilities by the board for transportation projects; and voiding prior initiatives of the Public-Private Transportation Partnership Board. Specifically, it provides for fixed notice requirements and public comment periods on projects. It also provides for the General Assembly's oversight for transportation projects.

As you know, PennDOT is evaluating the following bridges for tolling:

- I-78 Lenhartsville Bridge Replacement Project (Berks County).
- I-79 Widening, Bridges and Bridgeville Interchange Reconfiguration (Allegheny County).
- I-80 Canoe Creek Bridges (Clarion County).
- I-80 Nescopeck Creek Bridges (Luzerne County).
- I-80 North Fork Bridges Project (Jefferson County).
- I-80 Over Lehigh River Bridge Project (Luzerne and Carbon counties).
- I-81 Susquehanna Project (Susquehanna County).
- I-83 South Bridge Project (Dauphin County).

- I-95 Girard Point Bridge Improvement Project (Philadelphia County).

The past 2 years have been incredibly difficult for Pennsylvania's motorcoach, tour and travel industries, all three industries are still attempting to overcome the devastating effects that the pandemic and COVID-19 restrictions unleashed upon them. The majority of companies who are struggling to recover are small businesses, and are most often family owned, multigenerational businesses.

PennDOT's decision to toll 9 bridges on the interstate system, is a decision that will disproportionately effect Pennsylvania's already struggling motorcoach, tour, and travel industries. Our industry already pays more than its fair share to operate on Pennsylvania roadways and additional tolls would only add to increasing costs.

The effects of tolling these 9 bridges will only further reduce ridership, drive up prices and add addition hurdles that will continue to threaten Pennsylvania's motorcoach, tour, and travel industries. Pennsylvania's motorcoach, tour and travel industries provide vital links for rural communities, commuting employees, school children, and price-sensitive travelers. PennDOT's current plan to toll these bridges could very well endanger the routes that Pennsylvanians rely on.

As active users of Pennsylvania's roadways and interstate system the Pennsylvania Bus Association recognizes the need that exists for additional transportation funding here in Pennsylvania and around the nation. The Pennsylvania Bus Association participated as a member of the Transportation Revenue Options Commission, to help Pennsylvania find an equitable transportation funding solution.

We believe that any decision to toll or impose user fees on transportation projects should be subject to public comment and legislative approval, as proposed under Senate Bill 382. **The Pennsylvania Bus Association respectfully requests the Senate to concur in House amendments to Senate Bill 382.**

Sincerely,



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BCC: Senate of Pennsylvania