



pennsylvania

DEPARTMENT OF TRANSPORTATION

Pathways

February 2022 Newsletter



We're Not Alone

Pennsylvania among many states pursuing alternative funding solutions

PennDOT launched the [Pathways Program](#) in 2020 to identify, assess and implement future-focused alternative funding solutions for our aging highways and bridges. With more fuel-efficient cars on our roads, the increasing popularity of electric vehicles and hybrids, and other societal shifts in travel patterns, the traditional way of supporting our transportation system – mostly through gas taxes – is no longer sustainable.

EVs Registered in Pa.

March 2019:
9,700

January 2022:
23,000

Increase:
137%

-PennDOT data

Auto Industry Committed to EVs

Ford: Option on all models by 2030

Chrysler: Option on all models by 2028

Volkswagen: All models by 2026

Honda: Option on all models by 2025

Volvo: All models by 2025

Toyota: Option on all models by 2025

GM: 40% of models by 2025

BMW: 12 models by 2025

We need reliable funding alternatives. And not just in Pennsylvania.

The Institute of Transportation Engineers (ITE) Journal's [February 2022 edition](#) highlighted Pennsylvania among nearly a dozen states taking action to address funding challenges through innovative approaches that are “advancing revenue measures and options for the future.”

The story, written by transportation funding expert Susan Howard from the American Association of State Highway and Transportation Officials, cites PennDOT’s [Major Bridge Public-Private Partnership \(MPB3\) Initiative](#) as an example of states considering P3 Delivery Models to “explore sustainable transportation funding options in response to growing highway and bridge funding gaps.”

Other examples in the article include:

Colorado

Fees placed on transportation-related goods and services in Colorado are expected to raise more than \$5 billion for the state’s Highway User Tax Fund. The revenue will come from gasoline and fees on ridesharing companies (such as Uber and Lyft), as well as online retail deliveries.

Connecticut

Connecticut enacted a highway use fee on commercial vehicles based on vehicle weight and charged on a per-mile basis. It’s expected to raise an additional \$90 million per year.

Idaho

In Idaho, the share of state sales tax revenue that’s dedicated to transportation projects was increased from 1 percent to 4.5 percent, which is expected to generate \$84 million in additional annual funding for highway projects.

The story also notes that while the Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act) will deliver new federal funding for transportation programs, “states’ responsibilities for meeting long-term funding needs with their own resources will continue.”

Under Pathways, PennDOT launched the MBP3 initiative as the first, near-term alternative funding option, one of several identified in an Alternative Funding [Planning and Environmental Linkages](#) (PEL) study as well as a report by Governor Wolf’s [Transportation Revenue Options Commission](#).



Major Bridge P3 Updates

PennDOT has completed public meetings for seven of the nine MBP3 initiative bridges. Summaries of the information gathered from those meetings – including data showing the scope of engagement with community stakeholders and the public – have been added to the project websites for I-83 South Bridge, I-78 Lenhartsville, I-81 Susquehanna and the four I-80 bridges at Canoe Creek, North Fork, Lehigh River and Nescopeck Creek.

A list of the Major Bridge projects is available on the [MBP3 page](#), where you can find links to each of the bridges’ websites for updates and other project information.

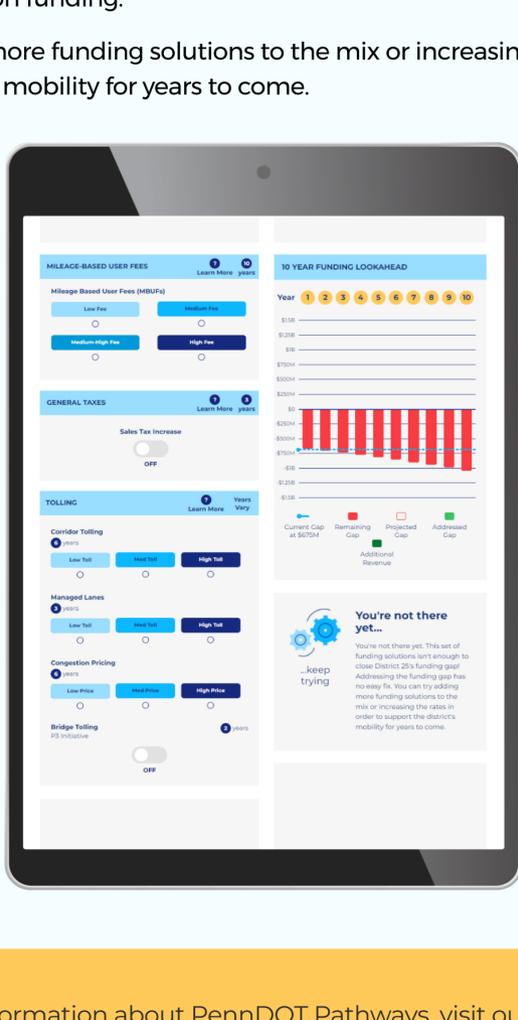
In addition to the meetings already held, a public hearing will be scheduled for the I-83 South Bridge Project (in Dauphin and Cumberland counties) as part of the official comment period for the Environmental Assessment that PennDOT and the Federal Highway Administration are preparing. Public meetings will be scheduled for the two remaining projects in the MBP3 initiative: the I-79 Widening, Bridges and Bridgeville Interchange Project in Allegheny County, and the I-95 Girard Point Bridge Improvement Project in Philadelphia.

Stay tuned for dates as those meetings are scheduled this spring and summer.

The Right Mix of Solutions: Give It a Try!

Do you want to see how various funding alternatives work together to meet growing transportation needs? Check out [Closing the Gap](#), an interactive tool on the Pathways website that allows you to choose different options at varying levels to find sustainable solutions for transportation funding.

Try adding more funding solutions to the mix or increasing the rates to support safe mobility for years to come.



For more information about PennDOT Pathways, visit our website at penndot.gov/funding.

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