

Ideas and Feedback on Multimodal Revenue Sources

1. Fee for golf carts, UTVs, e-bikes, shared scooter and bike services to offset their affects to the transportation system and the need to grow the share of transportation alternatives safely.
2. Door tax of freight facilities to offset impacts of freight more globally (roads and rail; air cargo to some extent).
3. Good point on Freight delivery - a ton-based tax would charge shippers for every ton of freight moved. Especially true with major distributions centers (i.e., assess fee per dock door or on freight volume) in order to address network improvements.
4. Pay state police from general fund as a core function of state government.

Ideas and Feedback on Transit Revenue Sources

Pandemic Related (3)

1. Recognize transit patterns will be reduced in a post pandemic world as more people do not return to past commuter practices.
2. Continued work from home settings will cut into demand for mass transit as opposed to where it was in past.
3. Important to remember: Emergency federal \$\$\$ received for transit during the pandemic was a temporary, stop-gap measure to ensure continued services, enhanced sanitation protocols, etc. It didn't address long-term, sustainable funding/policy matters.

Electric Vehicle (2)

1. Dedicated OPERATING Transit Funding is crucial especially with Electric Bus on the horizon. The funding will be needed for ongoing training for operators and maintenance employees, good union jobs, new facilities to house electric bus.
2. Electric vehicle fees also provide a potential source of revenue for transit as part of a multimodal network to enhance capacity on the roadway.

Other (8)

1. TNCs, vehicle sales tax, tires, rentals, and other existing sources of transit funding are all important opportunities to generate additional revenue for public transit.
2. Regardless of sources, we should legislate revenues contribute/go directly to the public transportation trust fund.
3. Importance of a dedicated, sustainable and known source of funding for ensuring the continuation of the provision of transit across the Commonwealth. Capital and operating are both important.
4. Funding for transit provider local match. Other sources to utilize besides property taxes?
5. Aging populations and younger drivers deferring getting a license also point to the growing needs and new customers that will be served by transit on the horizon, which points to the importance of sustainable funding to serve the needs of PA.
6. Public approval of transit funding initiatives nationally points to solid support for transit to ensure access to eco. opportunity, continued employment, pursuit of educational opportunities, the ability to age in place & provide vital medical trips.
7. If we do consider a per person fee, its needs to be weighted to incentivize lighter, cleaner vehicles; carpooling and ride sharing (not ride hailing); and acknowledge that heavier users should pay more.
8. APTA and CTAA can be a resource for best practices and recent initiatives from other states to share what other states, regions, and local communities are doing to ensure the provision of transit for communities.

Questions (4)

1. Were there municipal officials for local input in the southeast partnership for mobility below the county level?
2. How many of the privacy advocates are moving around with Google maps or similar software that already knows where they are?
3. Have surcharges on monthly cellular bills come up in the work of this group as a source of potential revenue for public transportation/multimodal options moving forward?
Seems like a ripe opportunity that should be included for discussion.
4. How do we get developers to build more transit-oriented developments?

Ideas and Feedback on Mileage-Based User Fees (MBUF)

Eliminates Incentive for Fuel Efficient Vehicles (4)

1. Taxing by miles traveled eliminates the incentive to use fuel efficient vehicles that is inherent in the tax on fuel. If the fuel tax is replaced by a flat rate MBUF, owners of inefficient vehicles will get a big tax cut.
2. Keep some level of fuel tax along with MBUF to retain efficiency incentive.
3. Hybrid vehicle owners still pay gas tax. Electric vehicles receive tax breaks already and should be charged a mileage equivalent.
4. Phase in MBUF (mileage plus weight plus carbon credit) (-) number) with electric and alternate fuel vehicles as combustion engines phase out...gas vehicles continue to pay the gas tax while others begin to contribute in this new model.

Other (6)

1. Absolutely has to tie into a greater federal effort.
2. This is the way to go but also consider a per person fee. Even people who don't drive benefit from the transportation system, food to stores, local delivery.
3. Revenue stream should also incorporate taxing the transportation of natural resources as impacts occur in Pennsylvania from surrounding states, especially NY.
4. Are we looking into what other states are doing on this? Some are beta testing.
5. Like the sponsorship ideas -- many out-of-the-box ideas here.
6. Tax by miles isn't fair for communities that have long distances to work, school or doctors.

Ideas and Feedback on Vehicle Registration Fees

1. Some of lowest in country...this is a homerun...if trucks stop running big loads more rails win.
2. We have to look past only those who drive on the roads. Everyone benefits from the transportation system. Even those who don't own a vehicle. We should have a statewide annual fee per person.
3. Motor homes that visit state parks should also be charged an impact on the system fee.
4. Retain some benefit to electric vehicles to incentivize.

Ideas and Feedback on Tolling Scenarios

1. Important to deal with diversion impact and damage on local roads and bridges for those who seek to avoid tolls. Local roads and bridges not built to interstate standards.
2. System-wide tolling and localized tolling (P3) seem to be at odds with each other.
3. Would be good to hear examples where congestion pricing has increased capacity, improved quality of life, etc. throughout the US. The Regional Transportation Council in Dallas-Fort Worth TX may be a source of success stories that were regionally driven.
4. All drivers passing THROUGH PA also have a responsibility for the infrastructure they are using, just as Pennsylvanians do who use this infrastructure throughout PA. Tolling provides one such option.
5. Like the sponsorship ideas -- lots of out-of-the-box ideas here.
6. It is really the first mileage-based user fee - and it needs to be expanded.
7. No mode of transportation truly "pays for" itself.

Ideas and Feedback on Taxing Scenarios

State Police (4)

1. The State Police should be funded directly from the General Fund.
2. State Police and public safety is a core function of state government and should be paid from general fund.
3. Yes! Addressing PA State Police funding (i.e., removing from transportation \$\$\$) is necessary, timely, and needs to occur. A path to end this diversion of transportation dollars should be developed as part of our work.
4. EVERYONE SHOULD PAY FOR STATE POLICE TOO. They are excellent and we should NOT have a competition for equally critical services that support the economy and public safety.

Packaging Surcharge (2)

1. Surcharge on packaging (fast food, grocery, "amazon" type deliveries plus higher penalties for littering).
2. Package delivery surcharge.

Sales Tax (2)

1. Local Sales tax by region that gets put back directly into that region's transportation system. Many locals may not take the vote to pass but more political coverage on a regional basis.
2. Governor Thornburgh proposed sales tax on motor fuels (including the current gas tax). This was opposed as a tax on a tax. Eventually, the General Assembly pivoted to the Oil Company Franchise Tax.

Other (6)

1. Changes to tax policies – removal of loopholes – excluded items.
2. Recent polling indicates more than 70 percent of respondents support the notion that owners of alternate fuel vehicles pay a similar amount in highway user fees as owners of gas/diesel fueled vehicles.
3. Let gas tax die a natural death but recognize it won't be anytime soon but will lend itself to a fair transition.
4. Pipeline transportation – revenue streams should incorporate taxing the transportation of the resource as impacts occur in PA from NY. A nuclear plant in New York is set to decommission and could influence an increase in natural gas being transported.
5. Dynamic pricing (congestion driven) has merit as we look at ways to add capacity to the transportation network. Many cities throughout the US have successfully built this in as part of their transportation portfolio.
6. No mention of mandate relief to lower costs as a means of increasing reach of existing dollars.

Ideas and Feedback on Local Solutions

Local Spending (3)

1. Allow for Metropolitan and Rural Planning Organizations as well as counties certain taxing and fee assessment abilities to address local transportation needs no longer funded through the traditional Long-Range Transportation Plan.
2. Allowing local entities to raise money that gets spent locally makes a lot of sense. Can they do this now or do they need state legislation for this to happen?
3. Are red light fees returned to localities for transportation use? If not, perhaps they should be.

New Sources (3)

1. Sell advertising space to private corporations on Interstate bridges.
2. Naming rights interesting potential.
3. Locals can enact fees on other transportation modes that neither they nor the state receive nothing from (Bikes, Amish). What about E-Scooters and obtaining funds from their licensure and registrations once something is enacted.?

Other (7)

1. There is also a lack of funding for PWD Shared Ride to address the needs for additional services to cross county lines statewide and for additional hours (evenings, weekends, holidays). This is important for increased employment and healthcare access.
2. Good reminder that Federal CARES, ARPA, CRSSAA, etc. funding are all temporary, and not part of any long-term funding for transportation/infrastructure.
3. Good reminder of the importance of continuing to monitor, and pursue, federal funding opportunities for transportation, including the Surface Transportation Reauthorization, Biden's Infrastructure Plan, federal tolling policy, clean air emphasis etc.
4. Why does DCED have a growing multimodal fund if PennDOT has the exact same program?
5. Having PA Legislature run the County Fee bill (\$5 - Rep. Hennessey).
6. Taxpayers don't want to pay a municipal fee for the State Police when they are already paying state taxes.
7. Where applicable, increased local funding options (and revenue collections) will help to augment federal and state funds.

Ideas and Feedback on PSP Funding

Local Communities without Own Police (3)

1. If communities can't fund their own police force governmentally, what about contracting out for a private company to provide these services if not doing shared services with another community?
2. Local governments without a local police department do not get local enforcement from PSP. PSP only enforces state laws, and they do that everywhere. Communities with and without local police.
3. Locals who want local police services from state police should contract for those services similar to legislation previously introduced by Senator Kim Ward.

Penalties to Fund (3)

1. Alcohol and cannabis taxes to fund state police. Nothing wrong with penalties becoming new user fees.
2. What funds from sale of properties obtained by the state police and those funds go to them?
3. Fund them with enforcing the traffic laws, stop building new buildings and legalize weed.

Other States (3)

1. Other states have successfully tackled this important, timely topic. Look to AASHTO, ARTBA, et al for best practices/lessons learned from states that have successfully addressed diversions from transportation funding for state police. It can be done!
2. California has a highway patrol fee on every vehicle registration...this would help the general fund cover this.
3. General Government Operations funding seems to be how a majority of other states fund a substantial amount of their law enforcement agencies' budgets.

General Fund (2)

1. Get them out of Motor License Fund and into the general fund.
2. Fund from general fund.

Everyone Pays (2)

1. Charge everyone for State Police services, we all benefit from it. Every business, resident and visitor. There should never be a situation where we are choosing between the public services and economic benefits of transportation and police.
2. Everyone who isn't contributing for police should pay something. I've lived in several types of communities across PA: communities that have their own, those that have shared services or use State Police for local enforcement.

Stimulus Money (2)

1. Do not use a finite funding source (like stimulus funds) to address a long-term issue. Need a permanent solution.
2. Using stimulus money is not a solution. It merely puts off the problem until later.

Other (3)

1. Of everything we discussed today, this is the most readily available. Need to push legislature to make this happen.
2. Explore and justify costs before throwing more money at it. Pension costs are a huge part of problem, not the expansion of the force.
3. Legislators need to stop looking at "efficiencies in PennDOT" and recognize that even with efficiencies infrastructure has been underfunded for decades and must be elevated back to a core function of government both in PA and DC.

Open Forum

Determine Critical Assets to be Funded (6)

1. We need to address needs vs wants. We can't afford to fund all the needs. What is an asset that is critical to our overall transportation and moving people and goods?
2. Agree with the comment about needs vs. wants. We need to prioritize what is most important, resize where possible, and build partnerships in and outside state government to discuss appropriate funding for all areas of transportation.
3. We continue to assume that ALL of our assets need to be maintained. That is shortsighted. We need to eliminate less used assets - roads, bridges, transit or that no longer serve a purpose.
4. Why are we assuming that all transit as it exists now will be needed moving forward? Are you looking at eliminating or charging more for less used routes?
5. PENNDOT has done an excellent job outlining the State's needs through the Pathways assessment but it does not include regional, county or local needs. Local road miles and bridges are critical to the transportation network too.
6. According to their financial statements, SEPTA only covers 40% of their costs with revenue and PAAC only covers 25% of their costs. Rather than subsidizing the systems so extensively, raise costs & subsidize individuals who need assistance directly.

Public Transit (6)

1. Mass Transit ridership in PA has been diminishing over the past number of years. Why are there more transit buses registered today than there were 6 years ago?
2. What do we need to do to look at post COVID-19 impacts on public transit? Changing routes, services provided. How will they change and how should funding be changed to support those changes?
3. Transit agencies are seeing ridership increase each week. Many factors contribute to this continuing growth: warmer weather; opening of PA; businesses reopening & people returning to work; schools and colleges reopening; etc.
4. Has anyone examined the potential for P3s in parts of public transit?
5. Is there any work/funding ongoing for passenger rail service from New York City into the northeast PA area (with numerous stops along the way)? This could eliminate a substantial amount of highway passenger traffic.
6. With the requests for more passenger rail trains, is this related to need or do users just want more choice? In other words, are the existing trains filled?

Trails/Parks (3)

1. How about a sneaker tax or a bike tire to fund trails? Do we charge an infrastructure tax at state parks?

2. Does DCNR put money into constructing trails? They have trail gaps and how will they generate revenue to close them? Park entry fees? Gas tax money should be for transportation purpose only.
3. DCNR works to close trail gaps using our own grants plus partnerships with PennDOT, DCED, Federal grants and local investments.

Freight Rail (2)

1. Freight rail transportation needs to be increased.
2. The Lehigh Valley needs to expand its transit service and has the rate of new freight facility growth in the nation at 30 million new sq ft added in the last 5 years. There are billions of additional freight and transit funds needed here alone.

Bike/Ped

1. Bike/Ped is a great area to talk about P3 projects.
2. Bike/Ped has so many ancillary benefits – congestion reduction, health and wellness, attractive communities to live, work and play. This will attract the entrepreneurial class to PA. More funding would be a huge benefit and will have a good ROI.

Other Agencies (2)

1. Other state agencies need to fund their own construction activities unless it's on the roadway system. PennDOT needs to focus on roads, bridges, transit, ports and aviation.
2. State owns less than 1% of multimodal infrastructure and should not overpay for non-state resources.

Other (9)

1. When do we talk about controlling project costs? legislative changes? and mandate relief?
2. Why does DCED have a multimodal transportation fund that grows every year? It's the same program as PennDOT's but tends to not focus on asset management or supporting long range transportation plans.
3. Where does the Commonwealth stand with the Department of Labor effort to have 1 broker for service?
4. How will new/amended funding mechanisms support the growth of the Commonwealth, especially the deployment of alternative fueled, connected vehicles?
5. Good reminder in the Dep. Secretary's presentation about the role transit plays in the continued competitiveness and ultimately, the economic success of the Commonwealth.
6. Thank you to Deputy Secretary Granger for her continued leadership on behalf of multimodal entities and various providers across the Commonwealth.
7. Capital projects in transit & aviation take time to develop through planning, construction & completion – an important factor to remember when considering

"balances" shown on project funding, total projects, etc. Glad to hear Dep Sec Granger say this.

8. Regional level solutions, including the ability to raise funds, is critical to the transportation solutions puzzle. Metropolitan and Rural Planning Organizations need to be authorized to raise funds through taxes and fees.
9. The ability to continue leveraging federal funds received for transit through continued state investment is important.