



Transportation UPDATE

FROM STATE SENATOR JOE SCARNATI

SUMMER 2008

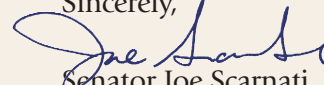
Dear Friend:

The tragic bridge collapse in Minnesota should remind us all of Pennsylvania's need for more funding to repair our 5,900 structurally-deficient bridges, as well as make needed improvements to our roads and highways. States all over the country are grappling with this major public safety issue.

The situation is so critical that we risk going from having some of the worst roads and bridges in the nation to having a real tragedy like the one in Minnesota.

Fixing our roads and bridges, as well as eliminating the possibility of tolls on Interstate 80, must be a priority. That's why I recently introduced a transportation plan that meets our road and bridge challenges without putting a financial burden on the drivers of

Interstate 80 or placing any area at an economic disadvantage. This mailer details my transportation funding plan. If you have any comments or suggestions, please email me at jscarnati@pasen.gov. I look forward to your input on this critical issue.

Sincerely,

Senator Joe Scarnati

"This plan seeks to meet the challenge of funding transportation needs without tolling Interstate 80 or selling the Pennsylvania Turnpike."

– Senator Joe Scarnati



"The cost of doing nothing is too great."

Senator Joe Scarnati

25th District



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Scarnati – New Transportation Plan Eliminates I-80 Tolls

Act 44 of 2007 provided a much-needed boost to transportation funding in Pennsylvania and created an improved funding formula for public transportation. Unfortunately, it also called for the unprecedented move to add tolls to Interstate 80. Many Pennsylvania taxpayers have asked us to do better. My plan is fiscally responsible and will not force us to toll I-80 or sell the Pennsylvania Turnpike. Below are highlights of the plan:

SCARNATI'S TRANSPORTATION PLAN

- Repeal the authority to toll Interstate 80.
- Transfer the responsibility for funding the Pennsylvania State Police out of the Motor License fund over a two-year period – approximately \$510,000,000.
- Fund the Pennsylvania State Police annually from the General Fund through a dedicated portion of the existing personal income tax.
- Lower the expected growth in tolls anticipated by Act 44 on the mainline of the Pennsylvania Turnpike by 20 percent.
- Continue to rely on the Pennsylvania Turnpike Commission to fund a large portion of the revenue used to support public transportation.
- Evaluate the operating expenses of the Pennsylvania Turnpike through an independent auditor and use the proceeds from the implementation of any cost-saving recommendations to supplement statewide transportation funding.
- Increase the required local match for transit operating expenses from 15 percent to 18 percent.
- Issue general obligation bonds to cover the transi-

tional period for the shift of Motor License Funds away from the State Police budget back to highway funding.

- Plan for up to \$1 billion in additional debt to be issued over the next 20 years, as needed, to fund long-term transportation projects.
- Enact legislation authorizing the Commonwealth to enter into public-private partnerships to build and manage new highways and implement transportation improvement projects (Senate Bill 1158 passed the Senate in June and is awaiting House action).



2009 State Budget Includes Good News for Roads, Bridges

Pennsylvania's new state budget, which I helped to negotiate, provides for dedicated borrowing to make much-needed investments in public infrastructure such as bridges, dams and water and sewer projects. In particular, \$350 million is set aside to make critical improvements to 400 bridges across the state. In addition, the voters will have the opportunity to participate in a referendum that would invest \$400 million in new water and sewer projects across the Commonwealth. This critical, much-needed investment in our infrastructure will go a long way toward helping to repair and improve our roads and bridges.