



Last Name	First Name	Office held/office seeking	Support/Oppose I-80 Tolling?	What alternatives Supporting?	Will tolling hurt PA's economy?	Tolling=traffic diversion?	Organizations endorsing?	If tolling approved, more PA roads next?
<b>Barletta</b>	Lou	Candidate for 11th Congressional District	oppose	Tightening our belt in Washington and Harrisburg and re-prioritizing our government spending	Yes	Yes	No	Yes
<b>Beiler</b>	Chet	Candidate for Auditor General	oppose	Existing Budget	Yes	Yes	No	Yes
<b>Carolina</b>	Kelbin	Candidate for State Representative, 150th District	<b>support</b>	Toll new infrastructure, such as Susquehanna Thruway	Yes	Yes	Yes	Yes
<b>Casimir</b>	Louis Trey	Candidate for State Senator, 23rd District	oppose	NA	NA	NA	NA	NA
<b>Clymer</b>	Paul I.	State Representative, 145th District	oppose	We must be open minded	Yes	Yes	NA	Yes
<b>Conklin</b>	Scott H.	State Representative, 77 <sup>th</sup> District	oppose	Single toll entering from Ohio and New Jersey	<b>Uncertain</b>	Yes	No	Yes
<b>Davis</b>	Daniel J.	Candidate for State Representative, 38 <sup>th</sup> District	oppose	NA	Yes	Yes	No	Yes
<b>Ellenberger</b>	Matthew	Candidate for State Representative, 63rd District	oppose	Reduce spending, stop corporate welfare, PA roads and bridges should come first	Yes	Yes	No	Yes



<b>Emenheiser</b>	Lon	Candidate for State Representative, 95 <sup>th</sup> District	oppose	NA	Yes	Yes	Not Sure	Uncertain
<b>Everett</b>	Garth D.	State Representative, 84 <sup>th</sup> District	oppose	Lease the turnpike, remove state police budget from transportation budget, merge TPC into PA DOT= eliminate duplication	Yes	Yes	Yes	Yes
<b>Fairchild</b>	Russ	State Representative, 85th District	oppose	The solution must start with fiscal responsibility by cutting government waste. Our state's financial problems do not result from a lack of revenues, they result from an excess of spending.	Yes	Yes	Yes	Yes



<b>Gabler</b>	Matt	Candidate for State Representative, 75 <sup>th</sup> District	oppose	I am dead-set against raising fuel taxes. No legislation calling for an increase in license and registration fees has made any headway to my knowledge. I am trying to keep an open mind about the lease proposal but have deep reservations. It is very questionable whether the political will exists even to call the lease proposal up for a vote, never mind approve it.	Yes	NA	Uncertain	NA
<b>George</b>	Camille Bud	State Representative, 74th District	support	Other, I am a candidate for federal office. This is a state matter.	Yes	Yes	No	Yes
<b>Gilhooley</b>	Toni	Candidate for 17 <sup>th</sup> Congressional District	oppose	Increase mass transit fees/efficiency	Yes	Yes	No	Uncertain
<b>Gillespie</b>	Keith	State Representative, 47th District	oppose	Lease the turnpike, increase the gas tax, increase driver's license/registration fee, increase federal support and funding	Yes	Yes	Yes	Yes
<b>Last Name</b>	<b>First Name</b>	<b>Office held/office seeking</b>	<b>Support/Oppose I-80 Tolling?</b>	<b>What alternatives Supporting?</b>	<b>Will tolling hurt PA's economy?</b>	<b>Tolling=traffic diversion?</b>	<b>Organizations endorsing?</b>	<b>If tolling approved, more PA roads next?</b>



<b>Hanna</b>	Michael K.	State Representative, 76th District	oppose	Other	Yes	Yes	NA	Yes
<b>Heffley</b>	Doyle	Candidate for State Representative, 122 <sup>nd</sup> District	oppose	NA	NA	NA	NA	NA
<b>Huffman</b>	Dave	Candidate for State Representative, 83 <sup>rd</sup> District	oppose	NA	Yes	Yes	NA	Yes
<b>Kanjorski</b>	Paul E.	Congressman, 11 <sup>th</sup> District	oppose	Increase fines on tickets given to riders on our highways in a way to increase revenues for maintenance and repair. Advise drivers of increases through our yearly renewal registration process.	Yes	Yes	No	Yes
<b>Kernaghan III</b>	W. James	Candidate for State Representative, 195th District	oppose	NA	No	Uncertain	No	Uncertain
<b>Kats</b>	Marina	Candidate for 13th Congressional District	Oppose	I support reviewing the budget for appropriate cuts.	Yes	Yes	No	Yes
<b>Longietti</b>	Mark	State Representative, 7th District	oppose	We should look at allocating dollars just to roads and bridges and not mass transit and perhaps broad based fees.	Yes	Yes	Yes	Yes



<b>Manion</b>	Tom	Candidate for 8 <sup>th</sup> Congressional District	oppose	NA	Yes	Yes	No	Yes
<b>Martin</b>	Tom	Candidate for State Representative, 77 <sup>th</sup> District	oppose	Leasing the Turnpike is the best option, along with following the state constitutions intent (Article VIII, Section 11) to NOT redirect fuel taxes to other things but use the tax revenues solely for maintenance of public highways & bridges.	Yes	Yes	Not Yet	Yes
<b>Morabito</b>	Bob	Candidate for State Representative, 10 <sup>th</sup> District	oppose	NA	Yes	Yes	No	Uncertain
<b>Morley</b>	Jack	Candidate for State Representative, 1st District	oppose	More efficient spending of existing funds	Yes	Yes	Not Yet	Yes
<b>Oberlander</b>	Donna	Candidate for State Representative, 63rd District	oppose	Lease the turnpike, Streamline current expenses and maximize current revenues	Yes	Yes	Yes	Yes



<b>Roae</b>	Brad	State Representative, 6 <sup>th</sup> District	oppose	Pay for bridge and road repair out of the General Fund. Cut 4% of wasteful spending out of the General Fund budget to make over \$1 billion available.	Yes	Yes	PA Chamber, NFIB, PA Club for Growth, etc. all endorse me. I am not sure if they have taken an official position.	Yes
<b>Sivick</b>	John	Candidate for State Representative, 189 <sup>th</sup> District	oppose	First, reform Dept. of Trans. to determine if alternative support is needed to address a responsible bridge and road program.	Yes	Yes	No	Yes
<b>Stevenson</b>	Dick	State Representative, 8 <sup>th</sup> District	oppose	Reorganize or disband the TPC and operate Turnpike more efficiently	Yes	Yes	No	Yes
<b>Stuski</b>	Margaret M.	Candidate for State Representative, 88 <sup>th</sup> District	uncertain	NA	Uncertain	Yes	No	Uncertain
<b>Tallman</b>	Will F.	Candidate for State Representative, 193rd District	oppose	None of the above	Yes	Yes	No	Yes



<b>Thompson</b>	Glenn	Candidate for 5th Congressional District	oppose	Replace PA Turnpike Commission, work to increase Federal support	Yes	Yes	Yes, Congressman John Peterson, Owner-Operator of Independent Driver Association	Uncertain
<b>Tosti-Vasey</b>	Joanne	Candidate for State Representative, 171st District	oppose	Federal government funding ,fees from state Motor License Fund, transfer all State Police costs to the general budget.	Yes	Yes	Yes	Uncertain
<b>Voccio</b>	Chris	Candidate for State Representative, 72nd District	oppose	Lease the turnpike	Yes	Yes	No	Yes
<b>Wozniak</b>	John N.	State Senator, 35th District	oppose	Increase the gas tax, Increase driver's license/registration fee	Uncertain	Yes	No	Uncertain
<b>Yaw</b>	Eugene	Candidate for State Senator, 23rd District	oppose	Remove State Police funding from highway funds	Yes	Yes	Yes	Yes



<p><b>Yost Jr.</b></p>	<p>Bud</p>	<p>Candidate for State Representative, 76th District</p>	<p>oppose</p>	<p>Stop robbing the Penn Dot fund and budget the PA State Police alone. Any state agency that uses the PA State Police must pay for their service. The General Fund should cover all work done by the PA State Police that is not highway related such as robbery, murders, drug related crimes, etc. Properly funding the PA State Police would free up a large some of money in the Penn Dot fund that could be used to repair bridges and roads. As a result, approximately a half billion dollars would be accessible in the Penn Dot fund for other necessary expenses.</p>	<p>Yes</p>	<p>Yes</p>	<p>No</p>	<p>Yes</p>
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## APPENDIX

### *Candidate Questionnaire Responses to question 6:*

### **Do you have any additional comments or message you would like to relay to voters and/or the Alliance To Stop I-80 Tolling supporters?**

#### **Barletta, Lou (Candidate for 11<sup>th</sup> Congressional District):**

I am 100 percent opposed to the tolling of Interstate 80. Working families are already paying too much for everything, from gas to food. We should be working in a bi-partisan way to find solutions and improving quality of life issues for consumers. Adding another tax to their lives is not the answer. Career politicians in Washington, D.C. don't understand that many Pennsylvania residents use I-80 to commute to work and drive their children to school every day.

I am also concerned that putting a toll on I-80 will force vehicles onto local roads. This will create dangerous conditions, as more tractor-trailers and heavy vehicles will share smaller roads with cars filled with families, students commuting to school, senior citizens, and others. Putting heavier vehicles on local roads will also speed up their deterioration, forcing municipalities to spend more on road repairs.

The tolling of I-80 will take a drastic toll on the local economy. Many businesses have located near I-80 because of its convenient location and the strength of the workforce that lives nearby. A toll on I-80 will only cause these businesses to make cuts or, worse yet, consider relocating.

We need to work to repeal Act 44 so the threat of tolling I-80 doesn't remain over the heads of residents, commuters, tourists, students, and working families of Pennsylvania.

I will never waiver on this issue or try to take every side on this issue. I have been against the tolling of I-80 from the start and I remain that way today.

#### **Beiler, Chet (Candidate for Auditor General): Oppose**

Budget priorities need to be re-aligned to pay for infrastructure enhancements without raising new taxes.

#### **Carolina, Kelbin (Candidate for State Representative, 150<sup>th</sup> District): Support**

While I hate to raise tolls, which puts an additional burden on motorists and truckers, the money is sorely needed for PA's transportation crisis.

#### **Casimir, Louis Trey (Candidate for State Senator, 23<sup>rd</sup> District): Oppose**

#### **Clymer, Paul I. (State Representative, 145<sup>th</sup> District): Oppose**

I voted against the legislation (HB 1590) that authorized tolling on I-80.



**Conklin, Scott H. (State Representative, 77<sup>th</sup> District): Oppose**

On July 17, 2007, I voted against Act 44. Since that time I have asked for an audit of the Turnpike Commission, introduced legislation to give local drivers a tax break for tolling.

**Davis, Daniel J. (Candidate for State Representative, 38<sup>th</sup> District): Oppose**

I am opposed to tolling the entire I-80. I would recommend a toll collection for vehicles coming into PA from Ohio since there is already a toll collection coming into PA from New Jersey.

**Ellenberger, Matthew (Candidate for State Representative, 63<sup>rd</sup> District): Oppose**

As a Farmington Township (Clarion County) Supervisor, I am working on a resolution to oppose I-80 tolling.

**Emenheiser, Lon (Candidate for State Representative, 95<sup>th</sup> District): Oppose**

I will not support the tolling of I-80 or other roads for the purpose of raising more state revenue, unlike my current opponent. I-83 could be next.

**Everett, Garth D. (State Representative, 84<sup>th</sup> District): Oppose**

I support "Smart" tolls on all limited access highways.

**Fairchild, Russ (State Representative, 85<sup>th</sup> District): Oppose**

I voted against tolling I-80 (Act 44). I have actively opposed the tolling and I joined with other like-minded legislators by expressing our views to the Federal Highway Administration. Thank you for joining together to form a united front against this terrible plan.

**Gabler, Matt (Candidate for State Representative, 75<sup>th</sup> District): Oppose**

Act 44 of 2007, the legislation to toll Interstate 80, has been damaging our state's economy since it took effect last October. Although the tolls were not to take effect until 2010, the Turnpike Commission has been issuing bonds that must be repaid with the interest against future toll revenues that will now never exist. The taxpayers of Pennsylvania and the customers of the Pennsylvania Turnpike will be left with the bill for years to come. Act 44 was a terrible piece of legislation from the start, and it is unconscionable that any legislator whose constituents depend on Interstate 80 would have supported it.

**George, Camille Bud (State Representative, 74<sup>th</sup> District): Support**

I voted for Act 44 but instituting tolls on I-80 is not how I would prefer to solve Pennsylvania's transportation crisis. As I have said from the start, I will eagerly re-examine the I-80 toll plan should a credible alternative surface...

Most people calling for repeal of the I-80 tolling plan don't include any alternatives for funding Pennsylvania's crumbling roads and bridges. I don't have that luxury. One of the few alternatives would be to



raise Pennsylvania's fuel taxes by as much as 14 cents a gallon and raise registration and licensing costs by 40 percent. The governor doesn't support raising fuel taxes and neither do I. No legislation calling for such tax increases has made any headway to my knowledge...

Almost three years ago, I stated that the need for infrastructure improvements was urgent. PennDot earlier this year listed 163 bridges along state highways just in Clearfield County as being structurally deficient, functionally obsolete, or both. PennDot lists 54 locally owned bridges in Clearfield County as being structurally deficient, functionally obsolete, or both. That's 217 bridges in Clearfield County in need of improvement or replacement! About 6,000 bridges across the state are considered structurally deficient.

Our PennDot dollars are going toward maintenance of Interstate 80-just the section of it in Clearfield County- dwarfs the dollars left for state bridge and highway projects throughout the rest of Clearfield County. Turning over the I-80 maintenance costs to the Turnpike would have freed millions-many millions of dollars for projects throughout the county, and means tremendous improvements to I-80. The plan also would have provided 10 percent increases to the road-and-bridge repair programs performed by local municipalities.

At the time, the tolling plan was the only plan to survive and remove the gun to our heads in terms of crumbling and potentially unsafe infrastructure. I hope a better plan emerges. One had better emerge.

**Gilhooley, Toni (Candidate for 17<sup>th</sup> Congressional District): Oppose**

Tolling roads is no substitute for fiscal responsibility in Pennsylvania in the same way that raising taxes should not be at any level of government. Too frequently "raising revenue" is the first and only option considered by politicians when the public interest can be far better served by eliminating waste in government and reducing expenditures.

**Gillespie, Keith (State Representative, 47<sup>th</sup> District): Oppose**

I voted against bill/law to allow tolling of I-80.

**Hanna, Michael K. (State Representative, 76<sup>th</sup> District): Oppose**

Highway funding has to be a partnership with state and federal governments. We need more funding from the federal government. Mass transit needs to be reformed so that there is a greater local government responsibility and higher fares.

**Heffley, Doyle (Candidate for State Representative, 122<sup>nd</sup> District): Oppose**

**Huffman, Dave (Candidate for State Representative, 83<sup>rd</sup> District): Oppose**

**Kanjorski, Paul E. (Congressman, 11<sup>th</sup> District): Oppose**

"I applaud the Federal Highway Administration for rejecting the application to toll on I-80. As I have said before, tolling on I-80 would negatively affect residents throughout Pennsylvania, but especially those in the



Northeast. We must invest in projects that will benefit Pennsylvanians, and tolling on I-80 would have done just the opposite. I appreciate the effort of the Federal Highway Administration to review the application and appropriately deny tolling on I-80.”

**Kernaghan III, W. James (Candidate for State Representative, 195<sup>th</sup> District): Oppose**

Get the information out of those legislators that are voting for these increases to their district by mail and let the people make the choice on whether that legislature is doing their job on behalf of their district. This is a start.

**Longietti, Mark (State Representative, 7<sup>th</sup> District): Oppose**

**Manion, Tom (Candidate for 8<sup>th</sup> Congressional District): Oppose**

**Martin, Tom (Candidate for State Representative, 77<sup>th</sup> District): Oppose**

Additional comments the voters need to understand. My opponent Scott Conklin voted three times to add tolling of I80 to the transportation bill

First vote June 21, 2007 to NOT table the McCall amendment that specifically included tolling

Second vote June 25, 2007 in favor of the McCall amendment on the house floor - it passed by ONE VOTE, His.

[http://www.legis.state.pa.us/CFDOCS/Legis/RC/Public/rc\\_view\\_action2.cfm?sess\\_yr=2007&sess\\_ind=0&rc\\_body=H&rc\\_nbr=536](http://www.legis.state.pa.us/CFDOCS/Legis/RC/Public/rc_view_action2.cfm?sess_yr=2007&sess_ind=0&rc_body=H&rc_nbr=536)

The Third time June 27, 2007 he voted for unlimited tolling

[http://www.legis.state.pa.us/CFDOCS/Legis/RC/Public/rc\\_view\\_action2.cfm?sess\\_yr=2007&sess\\_ind=0&rc\\_body=H&rc\\_nbr=586](http://www.legis.state.pa.us/CFDOCS/Legis/RC/Public/rc_view_action2.cfm?sess_yr=2007&sess_ind=0&rc_body=H&rc_nbr=586)

Additionally, on June 23, 2007 Conklin is quoted by the CDT as a supporter of the unlimited tolling of I-80, “It’s a good plan,” Conklin said. “I believe it’s the best option we have without raising taxes.” “Pennsylvania is far behind on tolls,” Conklin said.

My opponent has spent the last sixteen months of his career running away from the first six months. He has even used tax payer dollars in franking letters to hide his true record.

<http://www.tommartin2008.com/Conklinsays.htm>

I suspect that the alternative plan to reduce the economic burden for locals, a tax rebate via EZPass will fail constitutional muster of Article VIII, section 1 - Uniformity of taxation.

As I understand it the I80 Corridor per capita averages 12-15 percent below the state norm.



This is additional tax heaped upon some of the highest state gas and diesel taxes in the nation and sadly it would not be necessary if substantial portions of existing fuel taxes were not redirected to Pittsburgh and Philadelphia Bus systems.

It is also my understanding that the threat of tolling has already cost us jobs because several major box stores halted plans to build distribution centers along the I80 corridor.

If elected I will endeavor to repeal this bad legislation. I will work to halt this tolling.

**Morabito, Bob (Candidate for State Representative, 10<sup>th</sup> District): Oppose**

The enabling legislation, Act 44, was rushed through to passage without the benefit of adequate impact studies or assured approval of the tolling plan by the Federal government. Only the ill-fated 2005 pay raise moved through state government faster. My sense is that this is because it is a back door way to fund mass transit. I am convinced that there are better and more efficient ways to fund infrastructure improvements in our state.

**Morley, Jack (Candidate for State Representative, 1<sup>st</sup> District): Oppose**

Government must be reduced in size. Government must spend existing funds more efficiently.

**Oberlander, Donna (Candidate for State Representative, 63<sup>rd</sup> District): Oppose**

I have been adamantly opposed to this tolling since the very moment the Act was passed and have been an active voice in the working to repeal Act 44 or have it rejected by Secretary Mary Peters. As Clarion County Commissioner, I have in conjunction with my fellow commissioners wrote letters to Secretary Peters, our congressional contingent and US senators, all of the PA House and Senate members voicing our opposition and have made phone calls to many to gather support against the tolling. I have rallied on the Capitol Steps at the Anti-Tolling Rally, attended the conga line against tolling in Clarion County, as well as briefings with the Commonwealth Foundation and others who are willing to speak out against this devastating law. I will continue to work with the Coalition and others to find a solution and stop tolling of Interstate 80.

**Roae, Brad (State Representative, 6<sup>th</sup> District): Oppose**

A group of us just sent another letter to the Transportation Secretary last week asking for I 80 not to be tolled. I voted against tolling I 80 and I am a cosponsor of the bill to repeal Act 44 which allows for tolling I 80. Our state General Fund budget is about \$28 billion. Eliminating 4% of government waste would generate \$1.12 billion EACH YEAR to fix bridges and roads. Bonuses to legislative staffers who work on campaigns, 2 am pay raises for Legislators, earmarks that go to nonprofit charities run by former Rep. Veon that really used the money for personal gain, PHEAA paying out millions in bonuses to employees and spending hundreds of thousands of dollars on retreats at fancy resorts, the \$800 million Philadelphia Convention Center, etc. are just the tip of the iceberg of wasteful spending. Without even blinking we can trim 4% from the state General Fund Budget. The PA Turnpike Commission CEO makes more money running a 300 mile road than the PA Sec. of Transportation makes for running thousands of miles of state roads.



The Turnpike Commission has more supervisors than PENNDOT. The Turnpike Commission has about 10 times more employees per road mile as PENNDOT has.

**Sivick, John (Candidate for State Representative, 189<sup>th</sup> District): Oppose**

State Representative Siptroth previously stated he supports the tolling of I-80. I DO NOT- tolling I-80 is not the answer. The Department of Transportation states the last raise in the gas tax would cure our transportation problems. There are two state senators and at least two state reps from the Monroe/Pike area that also oppose I-80 tolling.

**Stevenson, Dick (State Representative, 8<sup>th</sup> District): Oppose**

**Stuski, Margaret M. (Candidate for State Representative, 88<sup>th</sup> District): Uncertain**

I am concerned about the impact on the trucking industry and the Pennsylvania Agriculture industry if we start tolling lots of roads. There will be resultant effects on Pennsylvania consumers and businesses so I would really need a lot more information to form an opinion.

**Tallman, Will F. (Candidate for State Representative, 193<sup>rd</sup> District): Oppose**

I am concerned that the Turnpike Commission would not use the additional money wisely, defeating the supposed advantage of tolling. Additionally, I believe it would hurt the economy of the whole state, not just the I-80 corridor, with the far ranging effects on jobs and the economy because of the inter-related nature of the infrastructure.

**Thompson, Glenn (Candidate for 5<sup>th</sup> Congressional District): Oppose**

I will aggressively continue the fight to prevent the tolling of Interstate 80!

**Tosti-Vasey, Joanne (Candidate for State Representative, 171<sup>st</sup> District): Oppose**

**Voccio, Chris (Candidate for State Representative, 72<sup>nd</sup> District): Oppose**

**Yaw, Eugene (Candidate for State Senator, 23<sup>rd</sup> District): Oppose**

Central Pennsylvania is not a hotbed of economic development. Any increase in the cost of doing business in the area will have a detrimental impact on our economy. Highway funds have been used for years to fund the State Police. This practice must stop so that the highway funds can be used for their intended purpose.

**Yost Jr., Bud (Candidate for State Representative, 76<sup>th</sup> District): Oppose**

My opponent on two occasions voted to support amendments in the transportation bill which included the tolling of I-80. He voted yes on 6/26/07 for H.B. 1590, McCall Amend,. And he voted yes on 6/27/07 for H.B. 1590. Third passage on 7/17/07 the Senate sent H.B. for concurrence (the Senate took out mass transit funding and the provision for tolling of I-95) and he voted no. It appears he is more supportive of funding for Philadelphia.



**Wozniak, John N. (State Senator, 35<sup>th</sup> District): Oppose**

Act 44 is the Law. I do not know what Washington will do

- END -