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September 21, 2021

Mark Compton, CEO
Pennsylvania Turnpike Commission
P.O. Box 67676
Harrisburg, PA 17106

Dear Mark:

I write today after reading concerning reports that more than \$104 million in Pennsylvania Turnpike tolls went uncollected last year, due to the Turnpike's transition to electronic tolling.

As you know, the Turnpike runs through my district. Many former fare-collection workers live in my district. This uncollected revenue is especially concerning to me because it may have been captured if the Turnpike had continued employing the approximately 500 fare-collection workers who were laid off starting in June 2020. These fare-collection workers had good family-sustaining jobs and they made great contributions to their local economies.

These unpaid tolls will raise rates for law-abiding drivers who do pay their tolls. Considering the \$104 million in uncollected tolls, I would like to know the following:

- Was the layoff of approximately 500 fare-collection workers cost-effective, compared to the \$104 million and the costs of mailing notices, initiating collections, and other overhead?
- Are the workers involved in the Toll-by-Plate operations based in Pennsylvania?
- Could these uncollected tolls have been captured if the fare-collection workers were not laid off?
- Is the Turnpike concerned about drivers obstructing their license plate number on future trips? Do you expect more drivers to do this in the future?
- Why do many people refuse to pay their Toll-by-Plate invoices? What remedies are there if a collection agency is unable to collect the money owed to the Turnpike? Is there a legislative remedy that may incentivize prompt payment of these invoices? I would be interested in such a solution.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Tony DeLuca".

Tony DeLuca, Chairman
House Insurance Committee

Cc: Secretary Yassmin Gramian