



## **News for Immediate Release**

**Nov. 18, 2013**

### **Governor Corbett Calls for Action on Transportation Bill**

Brings Together Bipartisan Elected Officials, Industry, Union Leaders for Rally at the Capitol Urging Vote

**Harrisburg** – Governor Tom Corbett today urged the state House of Representatives to adopt a compromise transportation plan that will keep Pennsylvanians safe, keep Pennsylvania businesses competitive, create jobs and keep drivers and transit riders moving.

"Pennsylvanians can wait no longer to be assured their bridges will be safe and remain open, their highways will remain smooth, and their transit systems will be kept in place," Corbett said. "No action on the compromise plan that all sides have hammered out in the last few weeks is not acceptable. Pennsylvania will suffer in many ways if this opportunity passes."

Corbett has made stops around the state calling attention to the outstanding transportation needs and urging legislators to vote for a solution. A compromise plan that addresses Pennsylvania's backlog of bridge maintenance, pavement, congestion and transit needs has taken shape and is expected to be ready this week for votes.

"We have waited decades for action on a comprehensive transportation plan," Corbett said. "This week, we need action that delivers final votes on a comprehensive plan to address our crumbling roads, weakening bridges and failing transit systems."

PennDOT Secretary Barry J. Schoch added, "I thank the governor for his leadership, and the members of the Legislature and staff who have worked diligently to bring us to this point. We are now one step closer to passing the most significant transportation legislation in decades."

For more information on transportation funding, visit [www.dot.state.pa.us](http://www.dot.state.pa.us).

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# Transportation Funding-Micozzie Amendment (HB 106)

This unprecedented comprehensive package will bring much-needed additional investment to Pennsylvania's transportation system. The annual additional investment estimates are illustrated below.

Transportation Mode	Year 1 (Jan. 1-June 30, 2014) est.	Year 5 est.
State Roads and Bridges	\$186 million	\$1.3 billion
Public Transportation	\$59 million	\$480 million - \$495 million
Local Roads and Bridges	\$34 million	\$237 million
PA Turnpike Expansion Projects	\$12 million	\$86 million
Multi-Modal Fund	\$30 million	\$144 million
Dirt/Gravel/Low-Volume Roads	-	\$30 million
<b>TOTAL</b>	<b>\$351 million</b>	<b>\$2.3 billion-\$2.4 billion</b>

## Investing in Pennsylvania

- A \$2.3 billion dollar investment will generate a net of 62,000 jobs. 50,000 new jobs will be created, and 12,000 additional jobs will be preserved.
- Thousands of bridges and more than 10,000 roadway miles will be improved or rebuilt with new investment.
- Pennsylvania will remain economically competitive with neighboring states that have already recognized the importance of investing in infrastructure.
- Historic investment in statewide public transportation will ensure crippling service cuts are avoided and vital needs of groups that depend on these services are met.

## Eliminating and Deregulating Taxes

- ELIMINATES the state retail gas tax (12 cents) paid at the pump, effective Jan. 1, 2014.
- Removes the artificial cap on the Oil Company Franchise Tax charged at the wholesale level over five years.

## Local Governments

- Will provide an additional \$220 million a year in Liquid Fuels allocations statewide for local roads and bridges by the fifth year. This is more than a 60 percent increase over current allocations to local governments.
- Up to \$40 million in grant money by 2016-17 will be provided to coordinate traffic signals to alleviate congestion and save fuel.
- Up to \$8 million will be made available annually for the paving of low-volume rural roads as part of a \$35 million Dirt & Gravel Roads program.
- There will be a savings of up to 20 percent local match per bridge under PennDOT's bridge bundling program.
- Local governments will have the ability to waive local matches for transit capital projects, as determined by PennDOT upon application.
- Counties will have the option to assess a \$5 vehicle registration fee.
- Will provide incentives, including local match waivers, for transit agencies to consolidate in regions.

## Additional Benefits

- Provides for multi-modal investment grants that, beginning in 2015, grow indexed to inflation: Aviation - \$5 million (FY 13/14) \$6 million (FY 14/15); Freight rail - \$8 million (FY 13/14) \$10 million (FY 14/15); Passenger Rail - \$6 million (FY 13/14) \$8 million (FY 14/15); Ports - \$8 million (FY 13/14) \$10 million (FY 14/15); Bicycle/Pedestrian - \$2 million (both FYs).
- Authorizes PennDOT to establish an Alternative Energy Capital Investment Program for public transportation providers.
- The prevailing wage threshold for locally funded transportation projects increases from \$25,000 to \$100,000. The threshold has not changed since 1961.
- Sunsets the \$450 million payment by the PA Turnpike Commission, phased out over eight years.
- PennDOT efficiencies will lead to a \$1 billion dollar savings within five years.