

Proposed resolution on transportation funding for the Blair County Chamber of Commerce Board of Directors

Whereas in May 2010, the Pennsylvania Transportation Advisory Committee's report on the Commonwealth's transportation system funding needs established that \$3.5 billion in new revenue annually was necessary to ensure the safe and reliable operation of all components of the Pennsylvania transportation system including highways, bridges and public transit systems; and

Whereas a healthy and well-maintained transportation network will improve the quality of life for our residents and will support economic development for our businesses; and

Whereas the Commonwealth is responsible for almost 40,000 miles of state-owned roads equal to that of New York, New Jersey, and all New England states combined; and

Whereas in July 2007, Act 44 was enacted with bi-partisan support in both the House of Representatives and the Senate to make improvements to Pennsylvania's transportation system partly through the tolling of Interstate 80; and

Whereas on April 6, 2010, the Federal Highway Administration made its final determination and rejected the Turnpike Commission's application to toll I-80; and

Whereas as a result of the rejection of the tolling of I-80, Blair County's Act 44 allocation for highways and bridges is \$4.1 million in the current year and will decrease by 63% to \$1.5 million next year; and

Whereas if no additional money is provided to replace these funds, Blair County and the Commonwealth will experience significant deterioration in its transportation infrastructure, including highways, bridges and public transportation, resulting in increased vehicular accidents, increased traffic congestion, and increased long-term costs of infrastructure maintenance resulting in decreased mobility for our residents and decreased competitiveness for our businesses;

Now therefore the Blair County Chamber of Commerce resolves to support a comprehensive, multi-modal transportation funding solution at the state level to include roads, bridges, public transportation, air, rail, ports, bicyclists and pedestrians that provides an adequate, dedicated, predictable and growing source of funding:

- Of \$3.5 billion in additional funding annually as supported by the Transportation Funding & Reform Commission (2006 report) and the Transportation Advisory Committee (2010 report);
- From revenue sources that could include reasonable increases in fuel taxes, vehicle registration fees and driver's license fees; removing the cap on the Oil Company Franchise Tax; and/or from public private partnerships, strategic borrowing and by shifting State Police funding from the Motor License Fund to the General Fund;
- With legitimate efforts to eliminate waste, fraud and corruption in all modes of transportation;
- With the caveat that all revenue collected must be used for transportation purposes.