

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
TOTAL	\$351 million	\$2.3 billion-\$2.4 billion

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.