

# THE GOVERNOR

## GOVERNOR'S OFFICE

[ EXECUTIVE ORDER NO. 2011-02 ]

### Governor's Transportation Funding Advisory Commission

April 21, 2011

*Whereas*, The Commonwealth of Pennsylvania manages nearly 40,000 miles of roads and more than 25,000 bridges, which are components of the transportation system that are vital to the economic well being of Pennsylvania; and

*Whereas*, the local governments of Pennsylvania manage over 77,000 miles of roads, more than 6,400 locally owned bridges and 14,000 traffic signals, while facing significant funding challenges for the maintenance of their systems; and

*Whereas*, the commonwealth's 38 fixed transit route operators, which provide more than 400 million rides annually to the people of Pennsylvania, face the daunting challenge of meeting both operating and capital costs and, in order to sustain these critical operations, urgently need a stable and vibrant funding source; and

*Whereas*, Pennsylvania has aggressively assisted private sector operators in enhancing their systems, since effective use of rail freight corridors significantly eases congestion, especially on interstates, yet operators continue to need and seek support from state and federal governments for stronger public-private partnerships to further enhance rail freight; and

*Whereas*, there are more than 400 public and private use airports in Pennsylvania that support the movement of goods and people; and

*Whereas*, revenues from the Motor License Fund have lagged behind the significant rates of inflation in materials and construction costs needed to keep the road and bridge systems in a state of good repair; and

*Whereas*, in 2010, despite added initiatives aimed at restoring the bridge system, Pennsylvania ranked highest in the country for structurally deficient bridges, with more than 5,000 bridges so classified and an average bridge age in excess of 50 years, the same age as the design life of the bridge; and

*Whereas*, roughly 7,000 miles of pavement remain in poor condition and need immediate attention; and

*Whereas*, the Transportation Advisory Committee identified a \$3.5 billion gap in transportation funding; and

*Whereas*, many regions of the commonwealth have capacity expansion demands or critically needed connection improvements; and

*Whereas*, the commonwealth has a responsibility to ensure a transportation system that supports the quality of life of its citizens, including a robust economy; and

*Whereas*, the safety of drivers depends on a properly maintained and updated transportation system; and

*Whereas*, it is in the interest of the commonwealth that transportation be properly funded so as to maintain strong connections with economic and community development and that the funding be sustainable and effectively address system priorities; and

*Whereas*, it has been determined that the Governor and the commonwealth would benefit from the advice and counsel of an official advisory commission comprised of key stakeholders, including experts from the transportation industry, environmental community, business community, energy community, and local government representatives.

Now, Therefore, I, Tom Corbett, Governor of the Commonwealth of Pennsylvania, by virtue of the authority vested in me by the Constitution of the Commonwealth of Pennsylvania and other laws, do hereby establish the Governor's Transportation Funding Advisory Commission (hereinafter referred to as the "Commission") as hereinafter set forth.

1. *Purpose.* The Commission shall develop a comprehensive, strategic proposal for addressing the transportation funding needs of Pennsylvania.

2. *Responsibilities.* The Commission shall:

a. Study and prepare a comprehensive listing of potential revenue sources available for current and future funding of transportation in the commonwealth for all modes of transportation. The funding sources must be reliable, dedicated, inflation sensitive and adaptive to changing environmental factors;

b. Provide interim reporting to the Governor, as determined to be appropriate by the Commission chair, as well as a Final Report, due on or before August 1, 2011;

c. Convene its first meeting no later than April 25, 2011, with subsequent meetings as determined by members of the Commission. A simple majority of the members shall constitute a quorum; and

d. Adopt rules of procedure consistent with the provisions of this Executive Order.

3. *Composition of the Commission.* The Commission shall consist of the following members:

a. The Secretary of Transportation, who shall serve as Chair of the Commission; and

b. A minimum of 30 and a maximum of 40 appointees, representing, inter alia, the interests of all transportation modes, environmental, energy, industry, local and state government, who shall be chosen by and serve at the pleasure of the Governor.

4. *Terms of Membership.* The members of the Commission shall serve from the date of their appointment by the Governor until August 1, 2011 or their removal from the Commission by the Governor, whichever occurs first. The Governor may fill vacancies that may occur and may remove any member from the Commission at his discretion.

5. *Compensation.* Members of the Commission will receive no compensation for their service as Commission members. Non-government members will be reimbursed for travel and related expenses in accordance with the commonwealth policy.

6. *Staffing.* The Department of Transportation shall provide administrative staff resources to support the Commission.

7. *Cooperation by State Agencies.* All agencies under the Governor's jurisdiction shall cooperate with and provide assistance and support as needed by the Commission to carry out its functions effectively.

8. *Reports.* In addition to the interim recommendations described above, the Commission shall submit to the Governor a final report on the Commission's activities on or before August 1, 2011.

9. *Effective Date.* This Executive Order shall take effect immediately.

10. *Termination Date.* This Executive Order shall remain in effect until August 1, 2011.



Governor

**Fiscal Note:** 2011-02. No fiscal impact; (8) recommends adoption.

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