



2013 POLICY STATEMENT AND RECOMMENDATIONS ON TRANSPORTATION FUNDING

BACKGROUND:

In 2010, The Lancaster Chamber, out of a concern of a growing gap in our county's transportation system, developed a 25-year vision statement to serve as a framework for the future of transportation in Lancaster County: "Moving and connecting people and goods efficiently and responsibly within the County, across the state and throughout the world."

This vision was created with the belief that implementing five core strategies – innovation, integration, inter-connection, improvement and investment – would improve the overall mobility of people, goods and services, and improve the quality of life for residents.

In 2011, The Lancaster Chamber took steps to support the vision by supporting the report issued by the Governor's Transportation Funding Advisory Commission (TFAC). This report acknowledged Pennsylvania's growing shortfall in transportation funding and put forth a variety of proposals aimed at closing the gaps.

Core components of the TFAC recommendations included:

- Gradually deregulating and uncapping the artificial ceiling on the Oil Company Franchise Tax that is levied on the wholesale price of gasoline;
- Increasing outdated license and registration fees to inflation; and,
- Implementing a multi-modal development strategy, increasing transit improvements and efficiencies, enhancing local roads and bridges, advancing safety and technology and improving PennDOT business practices.

Now, in 2013, the Governor and the legislature appear to agree that the time has come to address decades of underinvestment in our infrastructure and focus on strategies that preserve, modernize and improve our transportation network. We strongly support the notion that transportation funding, efficiency and modernization is a priority and pledge to work toward enactment of legislation that addresses these issues.

RECOMMENDATIONS:

Ultimately, the intent of a package would be to infuse revenue that would significantly aid the Commonwealth's transportation systems. With that in mind, The Chamber, in partnership with the Lancaster County Planning Commission and other stakeholders, developed a list of funding priorities for Lancaster County.

- A.** Projects on the existing Transportation Improvement Plan (TIP) and Long-Range Transportation Plan (LRTP) were reviewed and those non-bridge or resurfacing projects that could be advanced with additional state funding were identified as:
1. US 30/Centerville Road Interchange – just advertised for preliminary engineering (PE) – construction could be advanced from 2020 to 2016 - \$20+ million in construction costs
 2. PA 23 Transportation System Management (TSM) – entered PE this year – could be ready for construction in 2014, but is programmed for 2015 - \$4 million con. cost
 - PA 23 intersection with Landis Valley Road intersection
 - PA 23 from Hellers Church Road to Quarry Road intersections/turn lane
 - PA 23 from Groffdale Road to Shirk Road shoulders
 3. PA 462 Intersection Improvements @ Rohrerstown Road and Good Drive – construction advance from 2017 to 2015 - \$1.7 million con. cost

4. PA 23 Intersection Improvements @ Rohrerstown Road and Good Drive – construction advance from 2017 to 2015 - \$1.5 million con. cost
 5. PA 501 Intersection Improvements at Oregon Pike – construction advance from 2016 to 2015 - \$920,000 con. cost
- B. US 30 Safety and Capacity Improvements (PA 896 to Gap) - \$10 million. This would be advanced as an opportunity in lieu of the relocation which became unfunded in Connections 2040.
- C. Transit Funding – \$1 million additional per year funding to transit for operating and capital costs.
- D. Non-Traditional Project – Advancement of a bike/pedestrian project from the proposed multi-modal fund. An example is the Harrisburg Pike Pedestrian Accommodations and Multi-Use Trail – feasibility study completed - \$1.5 million con. cost

These projects represent the interests of people across the County, and although a person may not travel one of these specific routes each day, by advancing construction on these projects, it will allow other projects Countywide to move forward sooner.

To note, in addition to the projects identified above, The Chamber will continue to support projects that are already currently funded for construction on the Transportation Improvement Plan; such as, PA Route 283 and State Road Interchange, PA 441 Relocation, and US 30/PA 41/PA 772 bottleneck improvements – as well as supporting the continued advancement of projects that are vital to our overall transportation network, such as the Lancaster Train Station.

POLICY POSITION:

The Board of Directors of The Lancaster Chamber of Commerce & Industry supports the recommendations outlined above, recognizing that while a funding package will result in some additional expense to businesses and consumers, an investment in a multi-modal transportation package is a sound investment for the future of the state's economy. The Chamber will be advocating for these recommendations and actively lobbying for the advancement of a transportation funding package.

Approved by the Board of Directors on 3.19.2013.