



Building a World Class Transportation Infrastructure

Creating and maintaining an environment in which family-sustaining jobs can grow and thrive is Tom Corbett's top priority. Pennsylvania has a strong spirit of innovation, and its location to world markets and its transportation infrastructure help to build the vitality of our economy and provide for strong communities for our citizens. However, in recent years, the economic environment for job creators and individuals in Pennsylvania has been much less than our history would portend and what we expect and deserve. For too long our communities have suffered because of government policies that have placed Pennsylvania at the bottom of virtually every job creation list or measure. Tom Corbett is determined to lead Pennsylvania through its economic recovery and make the commonwealth a leader in the global economy.

A critical component of a state's economic and quality of life foundation is its transportation infrastructure. Pennsylvania has a history of leadership in transportation. From the creation of the Conestoga wagon that moved early settlers west to our railroads that helped to fuel the industrial revolution and build the American railroad network to the Pennsylvania Turnpike, which was the first superhighway in the nation – Pennsylvania's transportation heritage is strong and lays the foundation for an even greater future.

Tom Corbett's vision for Pennsylvania's transportation system is to foster a transportation infrastructure that facilitates the safe and swift flow of people and ideas among communities and throughout the world. He believes that safety, convenience and economic development must guide transportation policy decisions – doing what is in the best interest of all Pennsylvanians. Tom Corbett believes we cannot delay any longer in addressing Pennsylvania's critical transportation issues.

Pennsylvania commuters should feel safe as they travel along Pennsylvania's highways as goods are transported from and through the Keystone State to worldwide destinations. Today, too many commuters are increasingly nervous while traveling through corridors with high volumes of car and truck traffic, such as I-81, the Schuylkill Expressway, I-95 and I-80. In 2007, Pennsylvania's fatal crash rate involving large trucks was eighth in the nation, and the total number of traffic fatalities in Pennsylvania, while not increasing, has been more than twice the rate of the best states.

Pennsylvanians need freedom of movement to get to work, to participate in volunteer commitments, and to get their children to school and activities. Our state's average work commute time has risen from 21.6 minutes in 1990 to 25.4 in 2007 – close to the national average of 25.3 minutes. People's time spent in vehicles or public transit is only expected to increase, taking time away from family and productive endeavors. In fact, Philadelphia ranked fifth nationally in highest commute times and fourth in the percentage of workers with extreme commutes. The annual total cost of congestion with 111,703,000 hours of delay and an average of 21 hours per person is over \$2 billion and an average of \$392 per person in Philadelphia. In the Pittsburgh area, the estimated total cost of congestion delays is \$285 million or an average of \$158 per person. While these averages showcase a worsening trend in travel time, the fact is that travel times can often be very unpredictable and extreme. This costs businesses significant dollars and commuters great frustration.

Pennsylvania's goods should be able to move friction free from Pennsylvania's centers of commerce to local and far away destinations, supporting the economic vitality of our urban centers and enhancing the character of all Pennsylvania's communities. Speed to market is one of the key factors determining a business's competitiveness and a key factor in business site selection. Transportation infrastructure – more than any resource except pure brainpower – drives product speed to market. Congestion drives development to less congested areas, contributing to sprawl and changing the character of communities.

To achieve this vision and help to establish Pennsylvania as a national and global leader, Tom Corbett's plan for Pennsylvania's transportation system encompasses several components:

- Maximize the available *investment* in transportation while seeking to develop an infrastructure funding approach to support the transportation needs of future generations of Pennsylvanians
- Manage a *maintenance and construction* program addressing current challenges while building an infrastructure for the future
- Leverage all of Pennsylvania's *intermodal* assets for convenience and economic development
- Maintain the viability of Pennsylvania's *transit* systems while helping to position them to meet changing commuter dynamics
- Link Pennsylvania's public and *private transportation providers* and infrastructure

Statement of Transportation Principles

Transportation is a vital state issue

The transportation infrastructure – encompassing roads, highways, bridges, airports, ports, rail service and their intermodal linkages – is a vital contributor to the state’s economic strength and quality of life in every community. Much of that infrastructure is aged and inadequate for the demands of Pennsylvania’s communities making it imperative state government leaders find solutions to upgrade this critical asset.

Maintenance and growth

We must first maintain our current infrastructure of over 121,000 miles of state (40,000) and local (77,000) highways, roads and bridges, which is the fifth largest in the nation while at the same time enhance that infrastructure to address the mobility needs of Pennsylvania’s citizens and businesses for today and into the future. We must address maintenance, congestion mitigation and economic development.

Costs and funding

Historically, our transportation infrastructure has been financed solely by user fees. This approach has served our commonwealth well and should remain the foundation of our financing framework. However, in certain situations, that framework is inadequate given the scope and cost of projects, and there are funding options and innovative opportunities available today that were not available in the past. We must leverage existing financial assets and be open to innovative financing opportunities. These ideas may include:

- Leveraging local and private contributions to support specific infrastructure projects
- Being open to creative financing possibilities such as public-private partnerships
- Acknowledging other avenues: fees, Vehicle Miles Traveled, High Occupancy Tolls for new capacity and congestion pricing

Integrity and collaboration in planning

Engaging in true partnership with local communities to develop realistic 12-year plans that are based on the priorities of local communities and where priorities would have the greatest impact in terms of safety, congestion mitigation and economic development. These partnerships would include Local Development Districts and Metropolitan Planning Organizations, construction industry and suppliers and the PennDOT workforce.

Sustainability

All transportation investments must take into consideration not only the short-term, but also the long-term sustainability of the asset and its maintenance needs and effectiveness. Highway and transit projects design and construction must take into consideration the context of its surrounding environment and the resources required for construction and maintenance.

Investment in Our Infrastructure

Pennsylvania has significant bridge and road funding issues as well as a very limited ability to maintain let alone expand transit service. Over the past decade, study after study has concluded that Pennsylvania's ability meet transportation system capacity and quality needs is constrained by federal, state and local transportation funding sources. These studies are all in agreement that under current conditions, the situation will only continue to get worse, and the Pennsylvania Transportation Funding and Reform Commission report stated that Pennsylvania's public transportation and highway and bridge systems are in crisis, both in terms of inadequate funding and decaying infrastructure.

It is estimated that over \$4.5 billion is needed annually to maintain the current system of state and local highways, roads and bridges as well as to improve safety and mobility – but, in 2009, only \$1.6 billion was available. In 2004, it was estimated the annual costs to improve mobility through capacity improvements including highway widening, bridge construction, transit new starts and participation in multi-state rail initiatives would be over \$10 billion. To simply maintain the status quo or to manage current assets would still require an additional \$2 billion annually than is currently available. Under current funding scenarios, there will be even less available in the years to come.

In addition, the current funding level and regional allocation of funds through the State Transportation Improvement Plan cannot support needed projects of statewide significance because of their sheer magnitude, projects such as I-95, Schuylkill Expressway, Eisenhower Interchange, and others throughout the state. The costs of these individual projects are greater than the entire regional programming of funds for highway construction and maintenance.

Historically, the maintenance and construction of Pennsylvania's state highway and bridge infrastructure has been financed almost entirely through the Commonwealth's Motor License Fund (MLF), which is built on user fees, gas tax revenue and driver's license and registration fees. The pay as you go approach has served Pennsylvania well over the past few decades; however, its ability to support the current and future infrastructure needs of the commonwealth is limited. Revenue into the MLF has been stagnant and has not kept pace with inflation. Over a 10-year period, the MLF grew slightly more than 13 percent while inflation was over 24 percent. Therefore, relying solely on the MLF to support our highway infrastructure will place our infrastructure and our communities in a downward spiral. As vehicles become more efficient and rely less on gasoline, and travelling on our roadways continues to increase, the MLF will increasingly be less able to support our infrastructure.

Act 44 has provided some stability for transit funding; however, reliance upon federal approval for the tolling of I-80 placed the entire funding framework of our highway maintenance and construction program in jeopardy. In essence, the foundation of our highway and construction program is built upon something very unstable that was recently denied by the federal government. The expiration of federal stimulus funds and the commonwealth's reliance upon

those funds only further inhibits our ability to maintain the current system or consider any new construction or capacity expansion projects.

The gap between infrastructure funding needs and available funding continues to grow. If it continues, inevitably our infrastructure may not be able to support the economic and social needs of Pennsylvania's residents. This gap must be addressed immediately in a manner that solidifies Pennsylvania's infrastructure for generations to come. There is no silver bullet, any and all options must be considered for a problem of this magnitude. It is likely that any solution will require the innovation and assemblage of resources from many sectors and sources.

As Governor, Tom Corbett will bring integrity to the transportation budgeting and programming process for all of Pennsylvania, providing an honest plan based on real numbers and real results. He will seek to add new tools to the funding tool belt and advance innovative financing opportunities to expand the capacity of the system as well as to leverage all existing financial assets to maintain our current infrastructure.

- ✓ Convene a transportation funding workgroup. Given the scope and magnitude of the funding needs for Pennsylvania's transportation infrastructure, as Governor Tom Corbett will immediately convene a bipartisan transportation funding workgroup – building on the work of previous efforts to assess the fairness and efficacy of the current funding mechanisms and pursue aligning revenue sources to desired public goods. Governor Corbett would convene this group in order to have its recommendations in preparation to working with the General Assembly on this important issue to find solutions within the first six months of his administration.
- ✓ Improve federal transportation funding opportunities. As Governor, Tom Corbett will continue to aggressively work to ensure that Pennsylvania not only maintains its share of federal transportation revenues, but also maximizes all federal funding sources to support the long-range transportation program.
- ✓ Grow new capacity projects. Pennsylvania is in need of new capacity projects to help to alleviate congestion and build a stronger transportation infrastructure. Tom Corbett will direct PennDOT and the Turnpike Commission to assess the market potential for new capacity projects as part of a statewide strategy for funding. Such projects may include establishing partnerships with local governments and tolling authorities, expanding new capacity high-occupancy-toll lanes and harnessing opportunities for public-private partnerships.
- ✓ Maximize current user fees. To maximize user fees and ensure their fair collection, Tom Corbett will work to protect the buying power and improve the effectiveness of current user fees. He also will pursue improving the collection of current user fees and taxes and explore the adequacy of current driver and vehicle fees and processing charges.

- ✓ Utilize public-private partnerships. Recognizing that there is not an endless supply of investment capital, Tom Corbett will work with the General Assembly to pass legislation authorizing public-private partnerships and direct PennDOT to identify potential applicable projects. As a safeguard, he will ensure that any revenue generated from such an enterprise would accrue to the project, its sustainability or related infrastructure.
- ✓ Restore integrity to the Motor License Fund. Tom Corbett is committed to bringing accountability and transparency to state government, and he will work to restore integrity and transparency to the Motor License Fund. Given that vehicles are becoming more efficient and relying less on gasoline, he also will identify a funding strategy to replace the gas tax over time and pursue a feasibility study and a pilot of potential programs.
- ✓ Enhance local control. Local governments are facing growing transportation infrastructure needs that are best addressed at the local level. Tom Corbett will work with the General Assembly to explore the potential for enhancing the ability of local governments to raise local revenue for transportation improvement projects.
- ✓ Develop a transportation trust fund. Tom Corbett will explore the feasibility of selling real public assets to support a transportation trust fund with investment returns enhancing the annual transportation program.
- ✓ Pursue additional funding sources. To maintain and improve Pennsylvania's transportation infrastructure, the commonwealth may need to consider the prudent use of debt to fund projects. If this is necessary, Tom Corbett will work closely with the General Assembly and PennDOT to ensure that this is done in a fiscally conservative manner.
- ✓ Enhance transportation program management. Ensuring that transportation programs are not only effectively managed, but also efficiently expedited is critical to the success of Pennsylvania's transportation system. As Governor, better, faster and best value will drive transportation project and program management and to support that approach, Tom Corbett will undertake the following initiatives:
 - Direct PennDOT to maximize the purchasing power of its maintenance dollars through aggressive asset management, working with suppliers and contractors on the incorporation of best practices, and engaging in research on extending the lifetime of highway and bridge systems and surfaces.
 - Instruct PennDOT to embrace and take maximum advantage of innovative construction practices and delivery methods to shorten construction time disruptions and to save on costs.

- Ensure that PennDOT incorporates continuous improvement practices focused on improving efficiency and reducing costs for all facets of business.
- Build the State Transportation Improvement Plan and local TIPs upon collaboration and true partnership between the commonwealth and Metropolitan Planning Organizations (MPOs) and Local Development Districts (LDDs). This will ensure projects are programmed and funded based on local prioritized and greatest impact in terms of safety, congestion mitigation and economic development.

Highway Construction and Maintenance

Pennsylvania's extensive network of highways, roads and bridges ties the commonwealth together and facilitates the movement of people and goods. Our roadway infrastructure supports approximately 300 million daily vehicle miles of travel and is critical to supporting not only Pennsylvanians, but all Americans, in their daily life and work. Tom Corbett believes that we must maintain our current infrastructure of over 121,000 miles of state and local highways, roads and bridges while at the same time enhancing that infrastructure to address the mobility needs of Pennsylvania's citizens and businesses for today and into the future. In addition, he believes that keeping the transportation system safe for travel and commerce is one of the primary responsibilities of state government.

Pennsylvania has over 20,000 bridges, and almost 30 percent of them are deemed structurally deficient with another 20 percent functionally obsolete. In addition, *Overdrive* magazine, in its annual truckers' survey, again has identified Pennsylvania as the state with the overall worst roads. Infrastructure, specifically transportation infrastructure, is one of the key factors companies and site selectors consider for business site selection expansion. Currently, Pennsylvania ranks 47th of the states in terms of job creation and will likely remain there unless infrastructure needs are addressed. Pennsylvania must not only have necessary infrastructure in place, but there must also be a commitment to maintaining and upgrading this asset for Pennsylvania's businesses to remain competitive in global markets.

While addressing infrastructure, Tom Corbett recognizes that congestion in some regions is a serious concern as is the volume of truck trailer traffic in some corridors. Speed to market is one of the key factors in determining a business' competitiveness. In addition, congestion drives development to less congested areas contributing to sprawl and changing the character of communities. Pennsylvania's average commute times have risen approximately five minutes in a 15-year span, and Philadelphia ranked fifth in the nation for highest commute times. The annual cost of delays per person in Philadelphia due to congestion is \$392 and in Pittsburgh is \$158.

As Governor, Tom Corbett will work to support and enhance Pennsylvania's transportation system so that people and goods can travel and move safely and friction free through Pennsylvania's centers of commerce to local and far away destinations. He believes that we need to take full advantage of our strategic location as the Keystone State and support the economic vitality of our urban centers and enhance the character of all Pennsylvania communities.

- ✓ Maintain Pennsylvania's infrastructure. Tom Corbett will direct PennDOT to achieve the following the goals:
 - Continue to prioritize system maintenance and bridge safety as the foundation of the transportation system management strategy.
 - Focus on the fundamentals of maintenance to include low-cost safety activities such as signage, reflectors, center-line and shoulder rumble strips, line painting, clearing sight lines, and straightening alignments.
 - Optimize the use of intelligent transportation technology, such as roadway weather sensors, bridge safety monitoring, and congestion notification to ensure the safety and viability of the roadway network.
 - Accelerate the incorporation of new products and processes to strengthen and sustain the transportation system.

- ✓ Meet construction needs. Tom Corbett will utilize a comprehensive approach to meet the construction needs for our infrastructure.
 - Design all roadway projects with the future in mind – roadways should no longer be obsolete upon their completion, but instead facilitate community growth and improved quality of life.
 - Expand PennDOT's toolbox of approaches for the design and construction of projects to include: design-build, offsite construction, value-added incentives and other innovative contracting practices.
 - Direct PennDOT to work with its partners to establish a comprehensive multimodal transportation strategic plan that identifies and tracks meaningful performance measures.
 - Employ innovative practices during road construction to minimize impacts to motorists.

- ✓ Employ context sensitivity and sustainability. Protecting our environment and utilizing green technologies are important to Tom Corbett. As Governor, Tom Corbett will employ context sensitivity and sustainability while growing our infrastructure.
 - Minimize the impact on the environment during construction and maintenance projects by minimizing the use of irreplaceable resources and encouraging innovative approaches to sustainable design in how we operate and maintain transportation assets and facilities.
 - Identify and optimize opportunities for the recycling of roadway materials such as asphalt, steel and glass by PennDOT.
 - Direct PennDOT to engage in efforts to expeditiously implement proven new technology to improve the quality of the highway infrastructure and to lengthen the lifecycle of transportation assets.
 - Accelerate the deployment of “green” highway technology and methods and seek to certify the environmental sensitivity of its projects.

Enhancing Pennsylvania’s Intermodal Assets

Pennsylvania possesses an almost unmatched deployment of intermodal assets as key components of its statewide transportation system. These assets, many of which fueled the industrial revolution, also may provide the infrastructure critical to Pennsylvania’s economic resurgence.

Pennsylvania has more railroads than any other state and ranks fifth among states in total rail miles. Further, Pennsylvania ranks in the top 10 of states for tons of rail freight originated in and terminated in the state. Pennsylvania is also in the top 10 in intermodal terminations. The movement of freight through Pennsylvania is vital to Pennsylvania’s producers, and the short line railroads provide an integral service for Pennsylvania’s manufacturers of every size. Annually, passenger rail service carries just under six million Pennsylvanians along the Northeast Corridor and between Harrisburg and Philadelphia along the Keystone Corridor. Historically, the commonwealth has supported Pennsylvania’s class 1, class 2 and 3 railroads with capital investment through the Rail Transportation Assistance Program and support for infrastructure improvements through the Rail Freight Assistance Program. In addition, the commonwealth has provided significant support for Amtrak’s Keystone Corridor operations, including improvements and the removal of at-grade crossings.

Virtually every community in the commonwealth can be accessed by one of Pennsylvania’s airports. Pennsylvania has 15 commercial and 106 general aviation airports. In addition, Pennsylvania possesses heliports, ultralight airports, seaplane bases and military airports. The

Commonwealth of Pennsylvania supports its airports primarily through the administration of the Federal Aviation Block Grant Program, the Aviation Development Program and the capital Transportation Assistance Program.

Pennsylvania's three primary ports serve as major distribution centers for import and export. The Port of Philadelphia is one of the top 10 ports of call for tanker, dry bulk, container, and general cargo and is in the top 20 in container cargo. The Port of Erie is Pennsylvania's only lake port and handles import and export shipments through the St. Lawrence Seaway to the Atlantic Coast. The Port of Pittsburgh is the nation's largest inland port in terms of tonnage passing through and provides convenient access to the nation's inland waterway system with access to 24 states.

As Governor, Tom Corbett will seek to ensure all of Pennsylvania's transportation assets are leveraged for the safety, convenience and economic opportunities of all Pennsylvanians.

- ✓ Expand intermodal linkages. Tom Corbett will direct PennDOT to seek to incorporate intermodal linkages in all planning and programming considerations.
- ✓ Support and grow Pennsylvania railroads. The commonwealth must continue to support the valuable contribution Pennsylvania's railroads make to the viability of economic endeavors by serving as an important vehicle for moving Pennsylvania products to world markets. As Governor, Tom Corbett will continue to support critical freight movement corridor initiatives that improve safety and accelerate commerce, making Pennsylvania's companies more competitive in global markets and ensuring Pennsylvania's place as the keystone for our nation's logistics and distribution. He will support efforts seal the Keystone Corridor, enabling the swift movement of people and ideas to commercial centers.

In addition, Tom Corbett will closely monitor rail expansion opportunities as a result of the Panama Canal Expansion Project that is expected to be completed in 2014. The canal will accommodate much larger vessels, and east coast ports will see a dramatic increase in freight. Pennsylvania will need to partner with private industry and the federal government to grow rail capacity in order to handle the increased volumes of additional freight to the manufacturing and consumption centers in the North and Midwest.

- ✓ Improve air travel. The statewide system of airports should be recognized as a critical component of the state's overall transportation system. As Governor, Tom Corbett will support the allocation of funding through the administration of the Federal Aviation Block Grant Program, the Aviation Development Program and the capital Transportation Assistance Program. To ensure that all of Pennsylvania is serviced by air travel, he also will work encourage the airline industry to make additional investments in Pennsylvania and expand routes to smaller airports.

- ✓ Grow Pennsylvania's ports. Tom Corbett believes that Pennsylvania's ports are a vital component not only of the commonwealth's transportation infrastructure, but also of our economy vitality. They serve as a one of Pennsylvania's gateways to the rest of the world. Tom Corbett will direct PennDOT and DCED to ensure that the commonwealth's efforts and investments are coordinated and optimized to enhance the capabilities and capacities of our ports for maximum commercial return to the Commonwealth.
 - Support deepening of the Delaware River to 45 feet to expand the ability of the ports in southeastern Pennsylvania to compete internationally and grow family-sustaining jobs.
 - Increase trade – both imports and exports – through Pennsylvania's ports. As Governor, Tom Corbett will work to improve our intermodal system to carry goods and services to and from the ports. He also will market the ports domestically and to Pennsylvania businesses and manufacturers and also internationally through the commonwealth's foreign trade offices.
 - Expand capacity of the ports to increase jobs and economic opportunities. Most immediately, Tom Corbett supports efforts to reclaim land in the former naval shipyard to build a new shipping terminal in Philadelphia – creating hundreds of new direct and indirect jobs.

Mass Transit in Pennsylvania

Pennsylvania's mass transit system is a critical component of our commonwealth's overall transportation system moving people to commercial, personal or social destinations. It reduces congestion, connects people to jobs, and provides mobility to individuals without other means of transportation. Our mass transit system consists of urban, rural, fixed route, paratransit, intercity bus and commuter rail transportation services as well as linkages to other modes such as automobile and rail passenger transportation. In addition, Pennsylvania's mass transit system provides needed services in support of a variety of human services.

Ridership is the key to mass transit sustainability and keeping the throughput of the overall transportation system operating at an optimal level. Only in New York, California and Illinois are more passenger trips provided than in Pennsylvania with almost 430 million trips annually. Most of those trips are provided by motor bus, followed by heavy rail then light and commuter rail. However, transit providers in Pennsylvania have a much greater reliance upon state government funding than providers in other states that have a more predictable reliance upon local and regional funding sources. Act 44 recently provided some consistency and predictability for state provided operational funding, however, there is great discrepancy in operating efficiency across the transit providers around the state. If transit operations were truly operated like a business, operating costs per passenger ideally would decline and be

balanced with an increasing trend in revenue per vehicle hours and miles. However, for a number of providers, operating expenses per passenger and per vehicle hour are increasing while revenues per vehicle hour and mile often are decreasing despite increasing ridership.

Human service transportation provides individualized trips for people with limited mobility options due to disability, medical condition, age or income. These services are provided by several state agencies according to distinct client segments and program rules – but those rules and regulations are sometimes in conflict with one another and create problems and inefficiencies at the state and local levels.

As Governor, Tom Corbett will work to maintain Pennsylvania's mass transit system as a key component of the overall transportation system while fostering an emphasis on meeting the ever changing needs of its customers and continuously improving its efficiency of operations and sustainability.

- ✓ Improve ridership opportunities. Tom Corbett will direct PennDOT to encourage transit providers to adapt to new commuting dynamics – such as reverse commutes – that support the economic development needs of communities. He also will encourage greater collaboration through public private partnerships or other means to facilitate system expansion and intermodal linkages. In addition, he will ask PennDOT to consider potential transit linkages as a part of highway improvement projects.
- ✓ Coordinate human services transportation needs. As Governor, Tom Corbett will continue to focus state agencies on a coordinated approach to providing human service transportation services that better meets customer needs and provides for more cost effective service delivery.

Supporting the Private Transportation Industry

Support of transport and mobility within Pennsylvania's transportation infrastructure is an important component of the economic and social vitality of Pennsylvania. The commonwealth's roads and intermodal connections support Pennsylvania's industries, including agriculture and manufacturing, which depend upon our infrastructure to carry their products to regional and world markets. In addition, travel and tourism require quality transportation to Pennsylvania's destinations and beyond. Tom Corbett believes that Pennsylvania is positioned to become a national leader in the transportation and logistics industry sector – an industry solely dependent upon our transportation infrastructure and its intermodal connections.

Pennsylvania currently ranks in the top five of states for both the value of truck shipments and the total ton miles of shipments through the state. The transportation and logistics industry is a fast-growing cluster, yet, the annual survey of truckers by *Overdrive Magazine* identified Pennsylvania as having the worst roads and worst truck stops. While I-80 and I-81 are improving, Pennsylvania's reputation of deteriorating roads only serve to inhibit the growth of

the logistics and travel and tourism industry sectors and will only add to the transportation expense of other industry segments.

The *Overdrive* survey also pointed out that Pennsylvania is tied with Maryland for being the third toughest on truck inspections and law enforcement. Compared to other states, Pennsylvania takes longer to process special hauling permits, and the review and processing of Highway Occupancy Permits often can take up to two years. These delays directly impact job creation and economic development in Pennsylvania and investment in Pennsylvania's communities.

As Governor, Tom Corbett will work to support Pennsylvania's transportation infrastructure to facilitate the growth of key private industry sectors as well as support local and regional development initiatives.

- ✓ Streamline the permit review process. Tom Corbett believes that state government must be a partner with private industry and not a roadblock that stymies growth. A critical piece of economic development is the permitting process and ensuring that permits are reviewed in a timely and efficient manner. As Governor, Tom Corbett will direct PennDOT to coordinate with DEP and other state agencies to streamline permit review processes. Specifically, he will have them work with the transportation and logistics sector to streamline the special hauling permit process. In addition he will work with the building and development industry to streamline the Highway Occupancy Permit process – the outcome of which will be to set hard process time milestones for agency review and decisions.
- ✓ Ensure consistency with regulation and guidance. A level playing field in private industry is critical to the economic success of Pennsylvania. Tom Corbett believes that state government regulations should be reviewed for consistency and uniformity to ensure that businesses are operating by the same rules, no matter their location in Pennsylvania. As Governor, he will direct PennDOT to ensure regulatory consistency across its Engineering Districts while taking into account regional priorities. He also will make certain that PennDOT does not propose regulations more stringent than federal regulations – unless there is a compelling state interest – because they could negatively impact Pennsylvania's ability to compete nationally and abroad.