



About The Pennsylvania Infrastructure Group



Infrastructure Agenda for Pennsylvania

The Pennsylvania Infrastructure Group

In order to position Pennsylvania for future prosperity, the Pennsylvania Infrastructure Group advocates the adoption of the following infrastructure priorities:

In 2001, then State Rep. Kelly Lewis organized the first-ever Monroe County Infrastructure Summit, bringing together all infrastructure groups to discuss infrastructure challenges and opportunities within one of Pennsylvania's fastest growing counties. A similar effort was launched in nearby Pike County in 2003, and by 2005, led to the first-ever Pennsylvania Telecommunications Summit.

These efforts and their supporting groups then conducted the inaugural Pennsylvania Infrastructure Summit, held April, 2008, which brought together infrastructure-related interests from every sector and region of the state. The Summit served to highlight the need for more than \$50 billion in state infrastructure work, and the economic benefits provided by wise infrastructure public policy and investment.

A key Summit goal was to develop and establish the Infrastructure Agenda for Pennsylvania to serve as a guideline for our elected and public policy officials in the development of laws, regulations and funding policies for the restoration and enhancement of our critical infrastructures.

THE APRIL 2008 INFRASTRUCTURE SUMMIT WAS SUPPORTED BY THE FOLLOWING HOST ORGANIZATIONS AND SPONSORS:

Allegheny Power	Harrisburg Regional Chamber & CREDC	Pennsylvanians for Reliable Power
Aqua America	I.B.E.W. Local #1319	PJM
Associated Pennsylvania Constructors	Lebanon Valley Chamber	PPL Corporation
AT&T Pennsylvania	Lehigh County Authority	Praxis Strategy Group
Blue Coat	Maintenance Reliability Group	Pugliese Associates
Bravo Group	Malady and Wooten	Regional Chamber Alliance
Capital Communications	Manufacturers' Association of Northwest Pennsylvania	Sage Life Technologies
Columbia Gas of Pennsylvania	McConly & Asbury	Southeastern Pennsylvania Transportation Authority
Conterra Ultra Broadband	Michael Baker Corporation	Sting Communications
D&E Communications	Modern Transit Partnership	Suburban Chamber of Commerce
Dauphin County Economic Development Corporation	Murata Business Center	Susquehanna Valley Center for Public Policy
Dauphin County Office of Commissioners	PennDOT	Team PA Foundation
DBSi	Pennsylvania American Water	Technology Council of Central Pennsylvania
Delaware County Chamber of Commerce	Pennsylvania Builders Association	TechQuest - Pennsylvania
Dellicker Strategies	Pennsylvania Business Council	Telecommunity Connections
Digital Samba	Pennsylvania College of Technology	Transportation Construction Industries Coalition
Docfinity	Pennsylvania Department of Community and Economic Development	Triad Strategies
Economic Development Strategies	Pennsylvania Department of Environmental Protection	TriCounty Area Chamber of Commerce
Electric Power Generation Association	Pennsylvania Energy Resources Group	Tyco Electronics Corporation
Embarq Corporation	Pennsylvania Highway Information Task Force	UGI Utilities
EMC	Pennsylvania Manufacturers' Association	United States Internet Industry Association
Enginuity Energy	Pennsylvania Motor Truck Association	Upper Bucks Chamber of Commerce
Exelon	Pennsylvania Municipal Authorities Association	Wachovia
Gannett Fleming	Pennsylvania Telephone Association	Wolff Strategies
Harrisburg Area Community College		York County Chamber of Commerce

We welcome additional organizations, companies, local governments and authorities, and legislators who support the Pennsylvania Infrastructure Agenda. To get connected, please contact Deena Malley at TECHQuestPA at (717) 635.2172 or DMalley@tccp.org.

Foundations of the Infrastructure Agenda

WORKFORCE

Expand the PA Department of Labor and Industry's highly successful Industry Partnership Workforce Training Grant program to include an additional \$1.2 million allocation in the 2008-2009 state budget. The increase would specifically provide funding to create statewide Infrastructure Industry Partnerships (\$200,000) supporting new workforce training initiatives and opportunities for the infrastructure industry sectors (\$1,000,000). Workforce training courses help train and retain workers for the rapidly changing requirements of the infrastructure industry.

DISTRIBUTION SYSTEM/COLLECTION SYSTEM IMPROVEMENT CHARGES

Substantially expand the PA Public Utility Commission's model Water Distribution System Improvement Charges program, by creating a new Distribution/Collection System Improvement Charges program for other critical infrastructures, including wastewater, natural gas, electricity and communications utilities. These improvement charges would provide additional and sustainable fiscal resources to accelerate the replacement of aged and deteriorating infrastructures.

INFRASTRUCTURE IMPROVEMENT TAX CREDIT PROGRAM

Similar in scope and administration as the highly successful Education Improvement Tax Credit Program (EITC), the Infrastructure Improvement Tax Credit Program would encourage eligible infrastructure businesses to obtain a 10-1 match for every dollar spent on infrastructure improvements. To qualify, the applicant must invest a minimum of \$1 million more than the previous fiscal year on documented system improvements. Eligible companies would then receive a 10 percent tax credit for every dollar spent, up to a maximum of \$500,000. The new IITC would accelerate infrastructure improvement spending by private industry without any resulting loss of revenue to the Commonwealth.

INFRASTRUCTURE COORDINATION

Update notification requirements and approvals for utilities and infrastructure organizations to encourage collaborative maintenance and capital improvement work, thereby avoiding repeat street cuts, road closures and service interruptions.

PUBLIC-PRIVATE PARTNERSHIPS

Support and adoption of legislation that facilitates public-private partnerships with both state and local governments, ensures that P3 proceeds are used only for infrastructure-related projects or infrastructure debt retirement.

How Do We Pay For It?

1. Redirect \$440 million in annual savings achieved by indexing state pension plans into Infrastructure Agenda for Pennsylvania improvement projects across the state, providing additional jobs and greater economic security and vitality for all sectors.
2. Allocate a significant portion of the Commonwealth's newly received gaming proceeds to Infrastructure Improvement projects, rather than the more unspecified economic development projects as currently promulgated.
3. Public-private partnerships (P3's).
4. Other funding sources as outlined on the pages that follow.

The Pennsylvania Infrastructure Group is a cross-industry and cross-association bi-partisan organization supported by a growing list of companies, organizations and associations who are focused upon advancing Pennsylvania's critical infrastructures.

This broad coalition strives to enhance public awareness about the importance of our infrastructures, and determine legislative initiatives, funding and communications strategies that ensure our state's current and future infrastructure viability and success.



Communications

COMMUNICATIONS

1. Make Pennsylvania more attractive to communication systems investment in all public policy and taxation considerations by refusing to pass or support any rule or regulation that would serve to hinder or inhibit such investment.
2. Just like access to water, sewer, gas and transportation systems, communication services should be included in the attraction and retention tools used by the Governor's Action Team and county and regional economic development organizations so business sites offer affordable and reliable advanced-broadband and communication services.
3. Adhere to and support rules and laws that allow industry-standard communication services equipment to be installed during all infrastructure construction projects such as highway or rail improvements.
4. Support laws and regulations that allow for government property and rights-of-way to be used for communications infrastructure projects. The extension of broadband services to every community in the state must be a top priority if Pennsylvania is to successfully compete in the global Information Age.
5. Support tax credits for the accelerated deployment of broadband facilities in high-cost areas.



Transportation

AIR

1. Expedite approved state budget appropriations for airport and airfreight improvement projects.
2. Support legislation that promotes coordinated transportation and economic development activities around our state's airports.

MASS TRANSIT

1. Expedite approved state budget appropriations for bridge repairs and construction.
2. Work to secure full funding for repairing existing mass transit infrastructure before authorizing funding for new system start-ups.

PARKING

Support Public-Private Partnership (P3) legislation.

RAIL

1. Support state cooperation in providing full and immediate matching state funding for the Crescent Corridor, which is vital to the Interstate 81 truck corridor.
2. Expedite approved state budget appropriations for existing rail and rail-freight projects.
3. Support rail modernization efforts. With more than 5,145 miles of rail operated by 69 rail-freight companies, Pennsylvania leads the nation in the number of rail shippers in the nation. Since nearly 45 percent of the nation's population is located within six hours of the state, Pennsylvania is a critical keystone in the nation's shipping and distribution infrastructure, and a vital component of our national homeland security system.
4. Support the Infrastructure Investment Tax Credit program to expand private investment in our rail systems.

ROADS & BRIDGES

1. Expedite approved state budget appropriations for bridge repairs.
2. Adopt SB 1158 or similar legislation that facilitate Public Private Partnerships (P3's) with the Commonwealth for modernizing transportation facilities and systems, and ensures that transportation-related P3 proceeds be solely used for transportation infrastructure projects or related debt-service.
3. Adopt HB 2309 or similar legislation that restores Motor License Fund allocations to transportation infrastructure projects, as was originally intended by state law, by transitioning State Police funding out of the Fund over the next decade.
4. Authorize the establishment of a statewide Intelligent Traffic System network that will upgrade at least 1,150 traffic signals per year for the next decade, with upgraded regional control centers in Pittsburgh and Philadelphia. Add ITS monitoring and other system controls to interstate highways and other urban, suburban and rural areas over the next decade.
5. Support Public-Private Partnership (P3) legislation.
6. Restore the municipal and county liquid fuels allocation to its traditional share for townships and counties. From any special or future state bridge and highway funding sources provide equivalent municipal and county allocations for roads and bridges.

Energy

ELECTRICITY

1. In any legislation addressing electricity or its procurement, preserve Pennsylvania's longstanding technology-neutral, legislative and regulatory commitment to competitive electricity markets – both retail and wholesale. An active and demonstrated commitment to legislative and regulatory precedent to preserve open and competitive markets will enhance market certainty and maximize private investment in cost-effective generation and other forms of electricity infrastructure.
2. Commodity, fuel and energy prices have skyrocketed since electricity price caps were set in place in Pennsylvania in the 1990's. Any delay in absorbing real-world prices or any extension in the price-cap subsidy could dramatically harm the Pennsylvania electricity market and its consumers and businesses. The General Assembly should continue its active and demonstrated commitment to legislative and regulatory precedent favoring open, competitive electricity markets. Specifically, the General Assembly should adopt legislation to ease the transition from capped electricity prices to market-based prices by providing options to phase in higher prices and options that support energy conservation measures. These measures will promote energy market stability and demonstrate Pennsylvania's commitment to legislative and regulatory precedent to preserve open and competitive energy markets.
3. Adopt legislation giving the Pennsylvania PUC the statutory authority to approve Distribution System Improvement Charges (DSIC) for electric utilities, providing financial flexibility to accelerate the replacement of aged and deteriorating infrastructure.
4. Adopt the Infrastructure Improvement Tax Credit Program to encourage greater private investment in improvements to our electrical infrastructure.

NATURAL GAS

1. Adopt PUC statutory legislation that authorizes Distribution System Improvement Charges (DSIC) for both investor-owned and municipal gas utilities, thereby providing additional fiscal opportunities for improving aged and deteriorating natural gas generation, distribution and delivery systems.
2. Adopt the Infrastructure Improvement Tax Credit Program to encourage greater private investment in improvements to our natural gas infrastructure.

Water

WATER & SEWER SYSTEMS

1. Vote YES for Clean Water on November 4th! Provide support for the passage of the Water and Sewer Assistance Act Referendum, which provides \$400 million for water and sewer improvement projects across the state.
2. Adopt PUC statutory legislation that authorizes Collection System Improvement Charges (CSIC) for both investor-owned and municipal water and sewer utilities, thereby providing additional fiscal opportunities for improving aged and deteriorating water and wastewater treatment, distribution and delivery systems.



DAMS, FLOOD PROTECTION & STORMWATER

1. Support legislation that allows municipal PennVEST grants for up to 30 percent of dam repair project costs.
2. Provide \$25 million in state flood protection funding over the next three years to help eliminate flood protection project backlogs, and increase other flood protection enhancement efforts.
3. Support Public-Private Partnership (P3) legislation.
4. Expedite approved state budget appropriations for dams and flood protection improvement projects.

