

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE RESOLUTION

No. 124

Session of
1979

INTRODUCED BY TADDONIO, KOLTER, PETRARCA AND DININNI,
SEPTEMBER 19, 1979

REFERRED TO COMMITTEE ON RULES, SEPTEMBER 19, 1979

In the House of Representatives, September 19, 1979

1 WHEREAS, The General Assembly recognizes that a sound
2 transportation system is an integral and essential element of
3 our economy and of crucial importance to the continued vitality
4 of our Commonwealth's economy; and

5 WHEREAS, The worldwide petroleum shortage is now, and will in
6 the future adversely impact the capabilities of existing
7 transportation facilities of the Commonwealth because of our
8 overwhelming dependence on petroleum and its derivatives; and

9 WHEREAS, Our interstate and intrastate highway systems are
10 essentially complete and unable to accommodate increased traffic
11 without increased congestion and pollution, and a declining
12 level of service and increased costs of maintenance; and

13 WHEREAS, The rail system, so vital to passenger and freight
14 movements, has fallen into a serious state of disrepair with
15 important segments threatened with abandonment; and

16 WHEREAS, The air transportation system is inadequate for our
17 Commonwealth's needs; and

1 WHEREAS, Waterborne transportation is among the lowest cost
2 and fuel efficient modes, and the Commonwealth's three major
3 ports have not been fully developed and integrated into the
4 transportation network; and

5 WHEREAS, The transportation system has always been studied,
6 financed and implemented on a piecemeal modal and not an
7 intermodal coordinated basis; and

8 WHEREAS, It is imperative that the General Assembly, as the
9 policy making body of our Commonwealth, be fully apprised of all
10 the facts and consequences surrounding the state of our
11 transportation system; therefore be it

12 RESOLVED (the Senate concurring), That the General Assembly
13 of the Commonwealth of Pennsylvania provide for a independent
14 task force of the Legislature, making full use of the expertise
15 in the Legislative and Executive Branches of the Commonwealth
16 Government and outside consultants as deemed necessary by the
17 task force, and undertake a transportation system study to
18 determine the combination of modes, and transportation
19 corridors, and facilities to maintain and improve the mobility
20 of the people and commodities in the Commonwealth at an optimum
21 level of service within foreseeable, available financial
22 resources as the policy framework preliminary to the further
23 development of a comprehensive and integrated transportation
24 plan; and be it further

25 RESOLVED, That the task force shall be a working task force,
26 the membership of which shall consist of a Majority and a
27 Minority Member of the House Transportation Committee and of the
28 Senate Transportation Committee, a Majority and a Minority
29 Member of the House Business and Commerce Committee and of the
30 Senate Business and Commerce Committee, two members from the

1 Pennsylvania Department of Transportation, appointed by the
2 Secretary of Transportation, one member from the Pennsylvania
3 Department of Community Affairs, knowledgeable in transportation
4 matters, appointed by the Secretary of Community Affairs, one
5 member from the Pennsylvania Department of Commerce,
6 knowledgeable in transportation matters, appointed by the
7 Secretary of Commerce, one member from the Pennsylvania
8 Department of Agriculture, knowledgeable in transportation
9 matters, appointed by the Secretary of Agriculture, one member
10 from the Pennsylvania Department of Environmental Resources,
11 knowledgeable in transportation matters, appointed by the
12 Secretary of Environmental Resources; and be it further

13 RESOLVED, That the study shall include but not be limited to
14 the following issues and objectives:

15 (1) The development of a coordinated transportation
16 policy, to include the joint evaluation of roadway, airline,
17 conventional and high speed railroad systems, port
18 facilities, the mutual support each mode provides to the
19 others in facilitating efficient passenger and freight
20 movement, and the potential for overlapping and gaps in the
21 system.

22 (2) The benefits and costs to the Commonwealth by its
23 participation in an interstate compact to develop a high
24 speed rail passenger system that connects the major
25 population centers within or among the several planned
26 participatory states, one of which is Pennsylvania, as
27 proposed by the Ohio General Assembly and the task force's
28 recommendation to the General Assembly as to the adoption of
29 such a compact.

30 (3) The development of a strategy for implementation of

1 a transportation plan with a schedule of specific goals and
2 objectives; and be it further

3 RESOLVED, That the task force shall establish liaison with
4 the Office of State Planning, the State Transportation
5 Commission, the State Transportation Advisory Committee, and the
6 several regional planning commissions for the purpose of study
7 review by the Office of State Planning, the State Transportation
8 Commission, the State Transportation Advisory Committee, and the
9 several regional planning commissions and their citizen advisory
10 committees; and be it further

11 RESOLVED, That the task force may hold hearings, take
12 testimony, and make its investigations at such places as it
13 deems necessary within this Commonwealth; and be it further

14 RESOLVED, That the task force is authorized to engage
15 supplementary or temporary staff and to hire consultants for a
16 sum not to exceed \$100,000. Within 30 calendar days after the
17 task force has made its report, the chairperson of the task
18 force shall cause a record of all expenses incurred by the task
19 force, or the members or staff thereof, which are payable at
20 Commonwealth expense, to be filed with the President pro tempore
21 and the Speaker of the House and the President pro tempore and
22 the Speaker shall cause the same to be entered in the journals
23 thereof. No expenses incurred by the task force shall be
24 reimbursable by the Secretary of the Senate or the Chief Clerk
25 unless such expense shall first have been included as an expense
26 item in the record heretofore required; and be it further

27 RESOLVED, That the task force shall report its findings,
28 including cost projections and recommendations to the General
29 Assembly before the end of the 1979-1980 legislative session.