

LANCASTER COUNTY FACES OVER \$600 MILLION PROJECT BACKLOG DUE TO INADEQUATE FUNDING

On May 10, 2010, Lancaster County Transportation Technical Committee held a meeting to discuss the crisis in transportation funding facing the Commonwealth and all counties and the fact we all need to work together to make adequate transportation funding a priority. Lancaster County has a backlog of \$586 million in major transportation projects that the county cannot advance due to insufficient funding. An additional \$20.5 million in annual road and bridge maintenance and rehabilitation and transit costs must also be deferred. Some of the funding that was assumed as part of State Act 44 is now lost due to the federal government's rejection of Pennsylvania's application to toll portions of I-80. This leaves critical transportation projects across the state stalled and in jeopardy. A new report released on May 3 by the state Transportation Advisory Committee outlines a \$3.5 billion annual funding gap between available revenues and funding needed to maintain existing state and local highway and bridge and transit systems.

For Lancaster County, the loss of funding that was assumed as part of State Act 44 means our county has \$8 million per year less to spend on vital transportation needs.

The transportation projects that cannot advance in Lancaster County unless transportation funding is made a priority, are crucial to the county's economic development, to creation of new jobs and to the future mobility of county residents. The unfunded projects are located on the county's busiest corridors where congestion will get worse in the years ahead and the cost of providing needed infrastructure will grow larger. The backlog of County transportation projects include:

Relocation of U.S. 30 (from PA 896 to PA 41)	\$225,000,000
Relocation of PA 23 (from U.S. 30 to US 322)	\$110,000,000
PA 72 Bypass of Manheim Borough	\$100,000,000
U.S. 30 and Centerville Road Interchange	\$30,000,000
U.S. 30 and Harrisburg Pike Interchange	\$30,000,000
Harrisburg Pike roadway and multimodal improvements	\$41,000,000
Willow Street rerouting of PA 272 through traffic	<u>\$50,000,000</u>
	\$586,000,000
 <u>Ongoing project costs</u>	
Intersection/Transportation System Management	\$5,000,000/yr
Improvements in various corridors	
Local bridge replacements/rehabilitations	\$5,000,000/yr
Capital Red Rose Corridor-commuter rail operations	\$10,000,000/yr
RRTA Service expansion	<u>\$500,000/yr</u>
	\$20,500,000/yr

Lancaster County also has a large number of bridges and additional funding is critical to preserving these bridges in a good state of repair. Approximately 25% of the 729 State

bridges in the county are structurally deficient and 27% of the 258 locally-owned bridges are structurally deficient

In order to attract new business investment to Lancaster County and ensure that our citizens have the quality of roads, transit and other mobility alternatives they need, Lancaster County must provide a transportation system with adequate capacity and safety. If the commonwealth does not make transportation funding a priority over \$600 million dollars in critical transportation projects are in jeopardy.

Lancaster County contributes over \$15 billion to the states economy each year. Transportation investments play a central role in economic development and job creation. A benefit cost analysis that was conducted for the road and multi-modal transportation improvement projects recommended by the Harrisburg Pike Transportation and Land Use Study, for example, found that the projects will generate over 1,700 jobs during construction and play a central role in creating and sustaining 13,178 long-term jobs from planned mixed use, infill developments along the corridor. Transportation improvements are necessary for an improved economy; an improving economy will demand more transportation investments. The Lancaster County Transportation Coordinating Committee respectfully requests that transportation funding be recognized as the critical priority that it is and that the legislature work hard to solve this difficult funding crisis.