

The State of Our Transportation Infrastructure

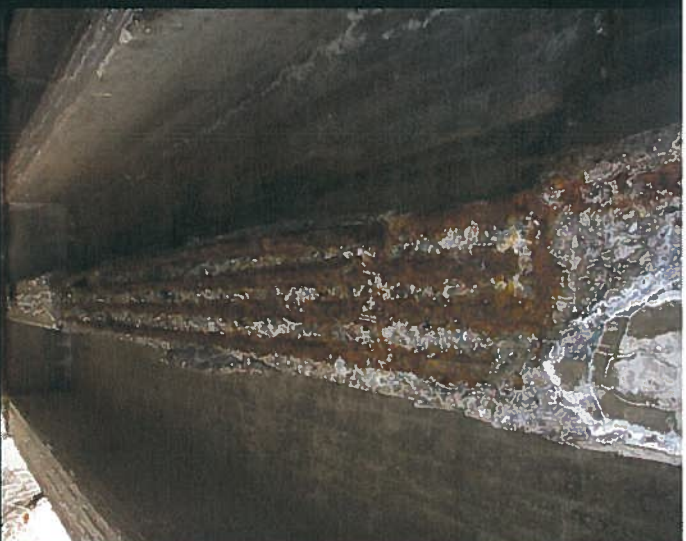
Michael W. Rebert, PE
District Executive, Engineering District 5-0
Pennsylvania Department of Transportation
June 3, 2010



Route 403 over Cherry Run , District 9



Fishing Creek Road Bridge, District 8



Route 654 over Mosquito Creek, District 3



Route 2011 , District 12



Route 756, District 9



Route 304, District 3



Route 946, District 5-0

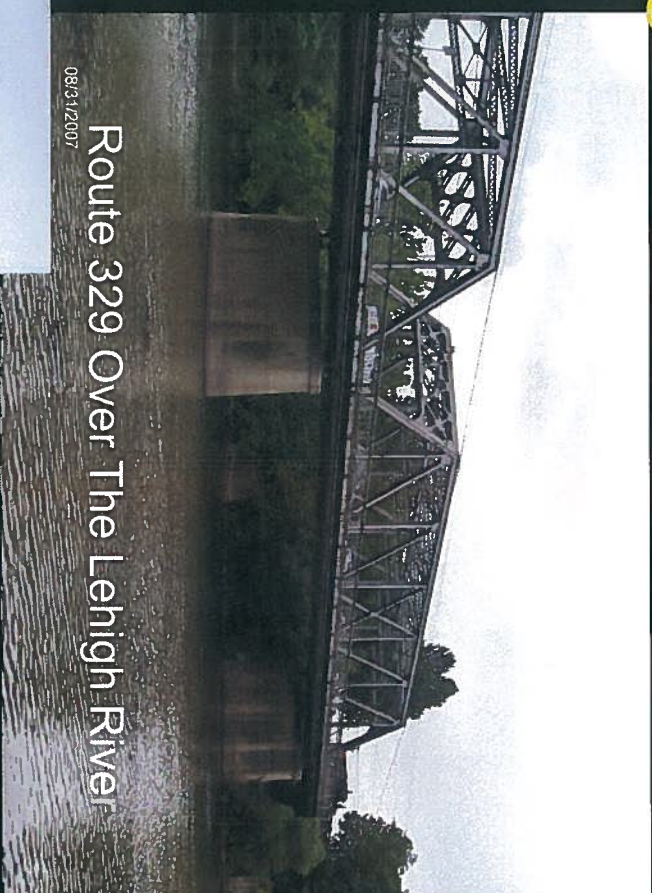


Butler Street, District 11

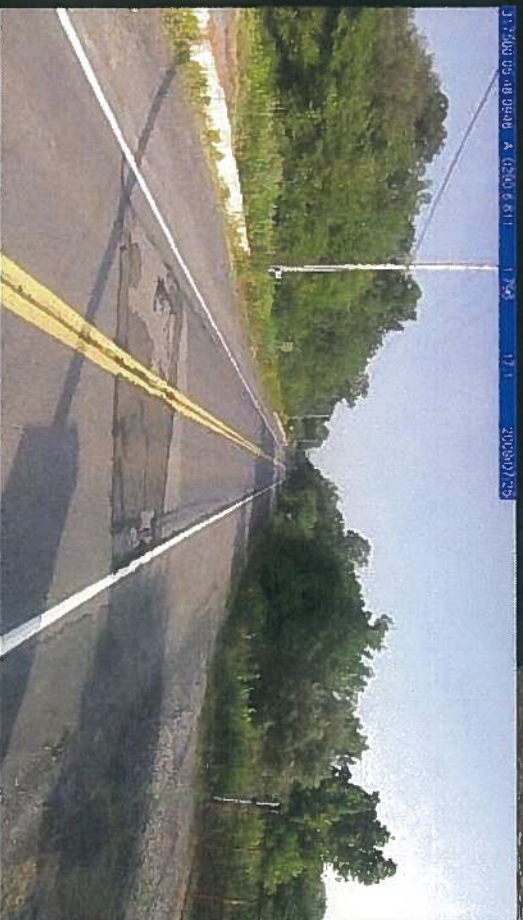
Regional Needs



Tilghman Street Bridge



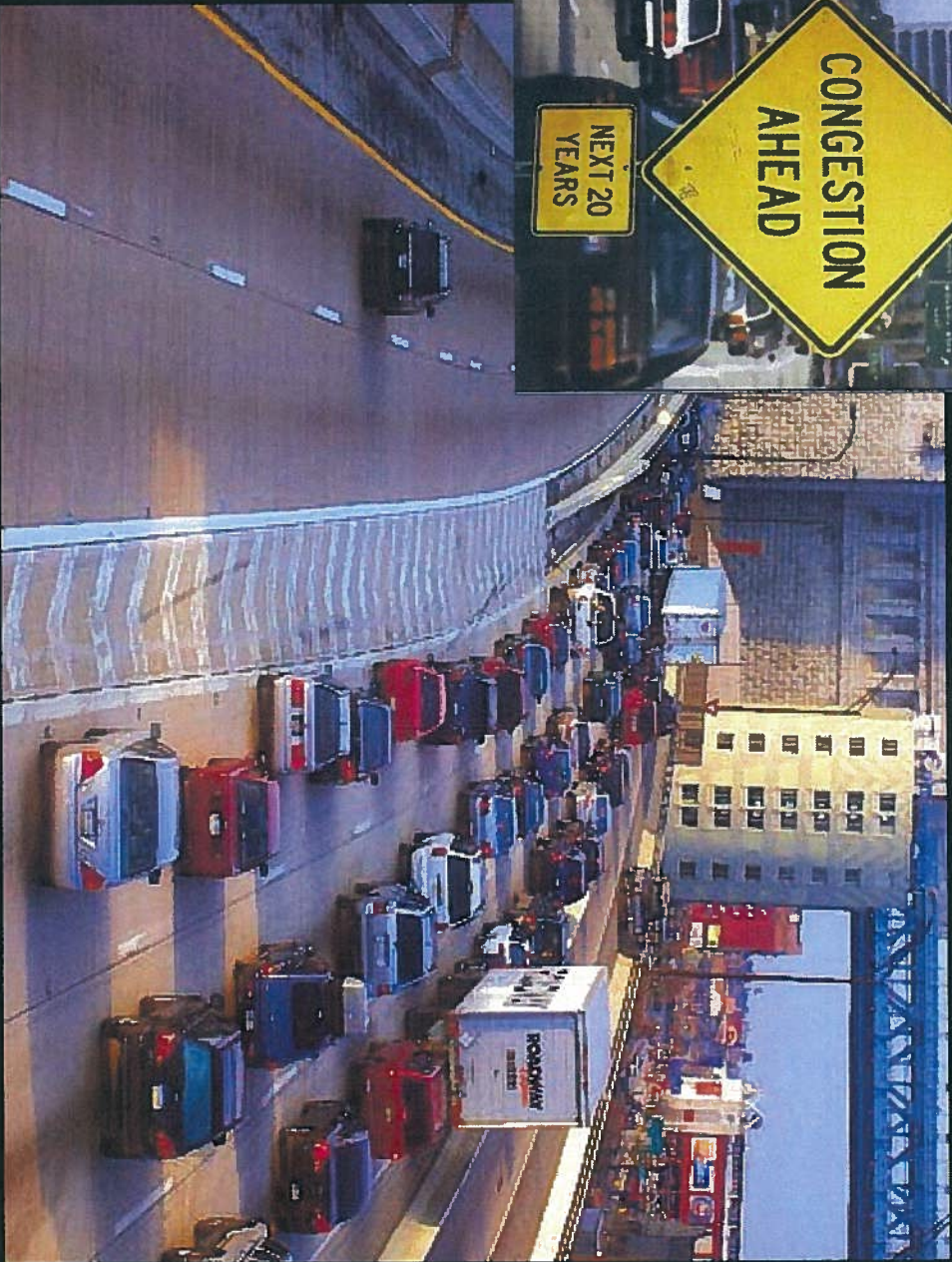
Route 329 Over The Lehigh River



Route 946



SR 2009, Haines Mill Road

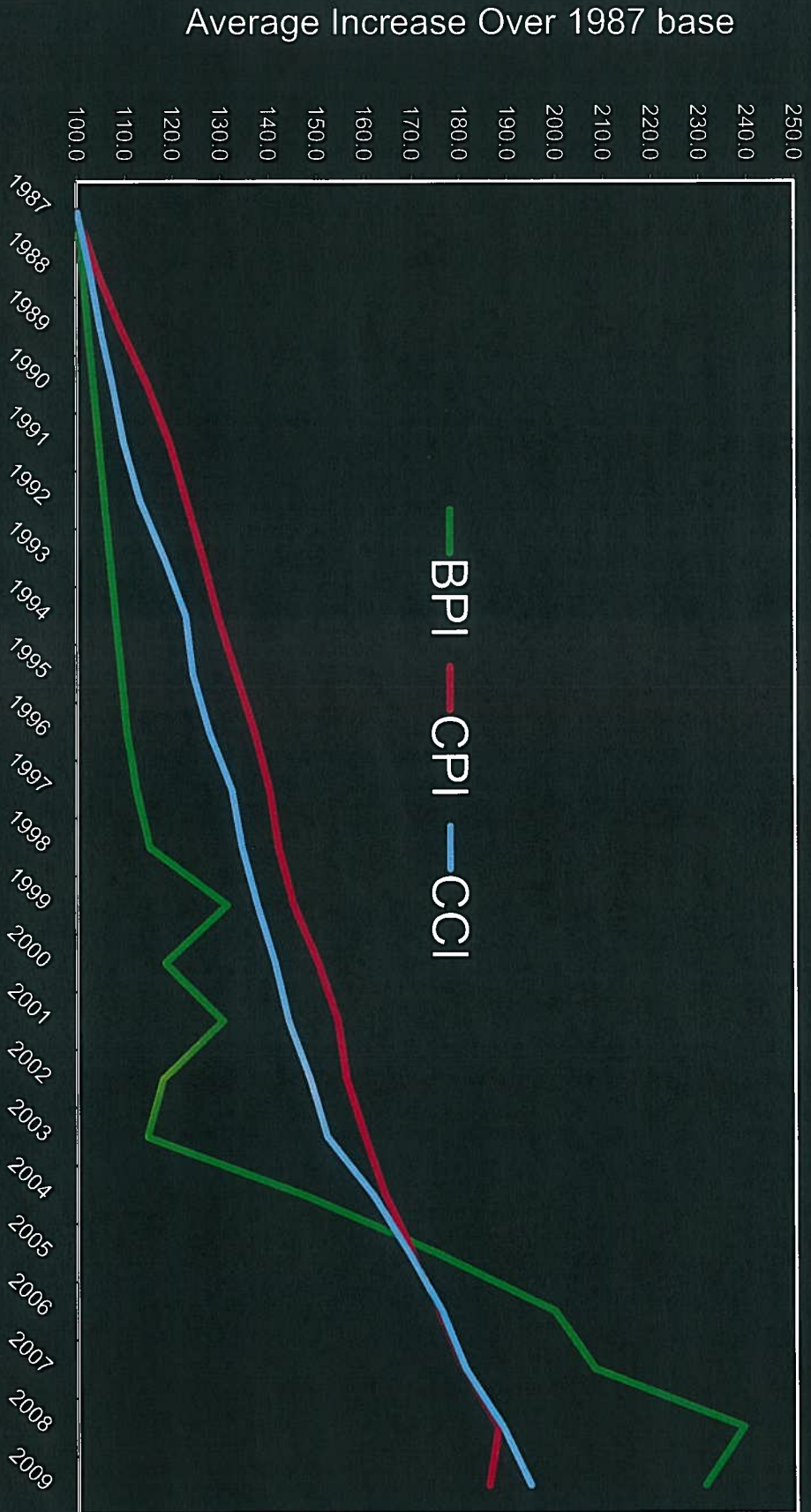




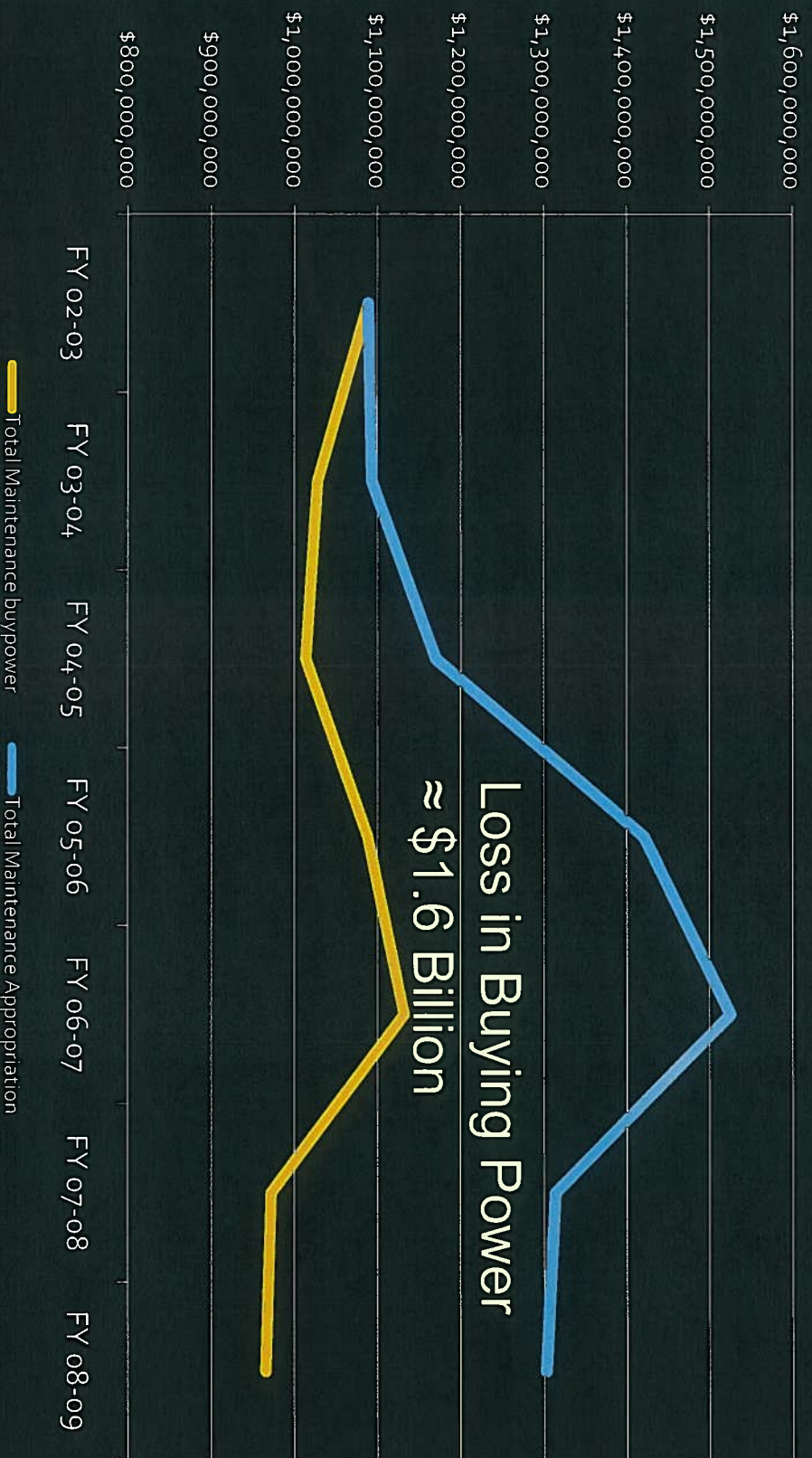
Public Transportation



Inflation Indices - 20 Year History



Statewide Highway Maintenance



PennDOT Cost Savings

Reduced Complement

- Fewer employees
 - 1973 – 20,656
 - 1995 – 12,505
 - 2003 – 12,356
 - 2010 – 11,876

Private Sector Share

74%

Recent Cost Savings

30 % reduction

Personnel Vehicle Fleet

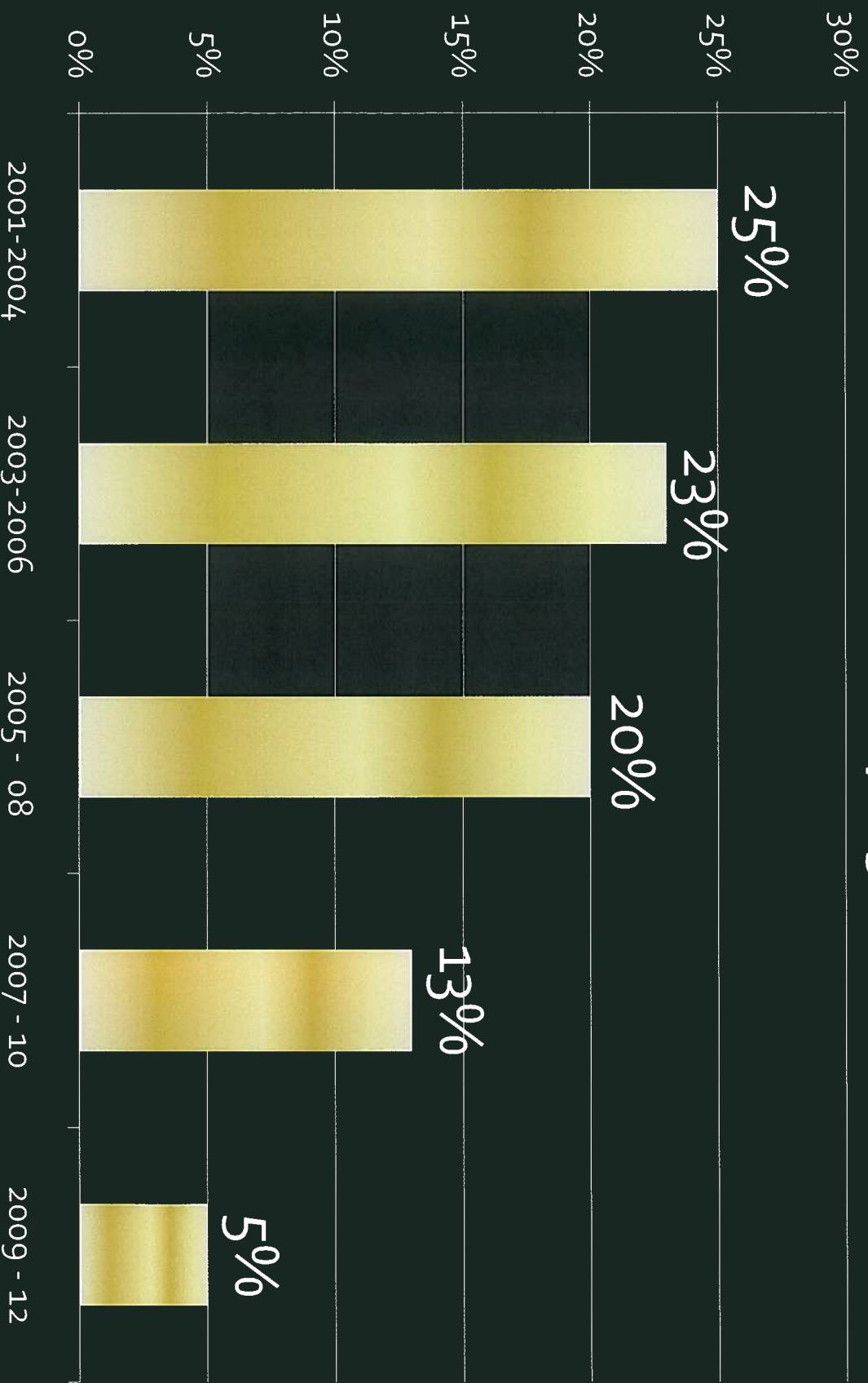
Recent Cost Savings

- \$8.5 million - Driver & Vehicle Services
- \$20 million - Maintenance efficiencies
- \$59 million - License plate reissuance

Recent Cost Savings

- \$327 million - Value Engineering Savings
- \$114 million - Construction Oversight
- Smart Transportation
 - \$200 M - Route 202
 - \$70 M - Marshalls Creek Bypass

Capacity Adding Projects (% of the total program)



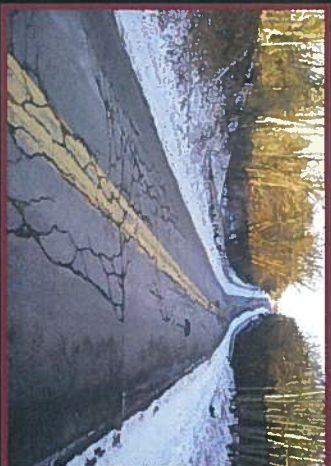
Transportation Funding and Reform Commission



Bridges

- 5,913 structurally deficient bridges
- Highest number of any state
- Average age 50 years
- \$8 billion backlog

Need: \$230 million



Roads

- 8,528 miles in poor condition
- Backlog of safety & congestion needs
- 36% construction cost increase last 2 years

Need: \$735 million



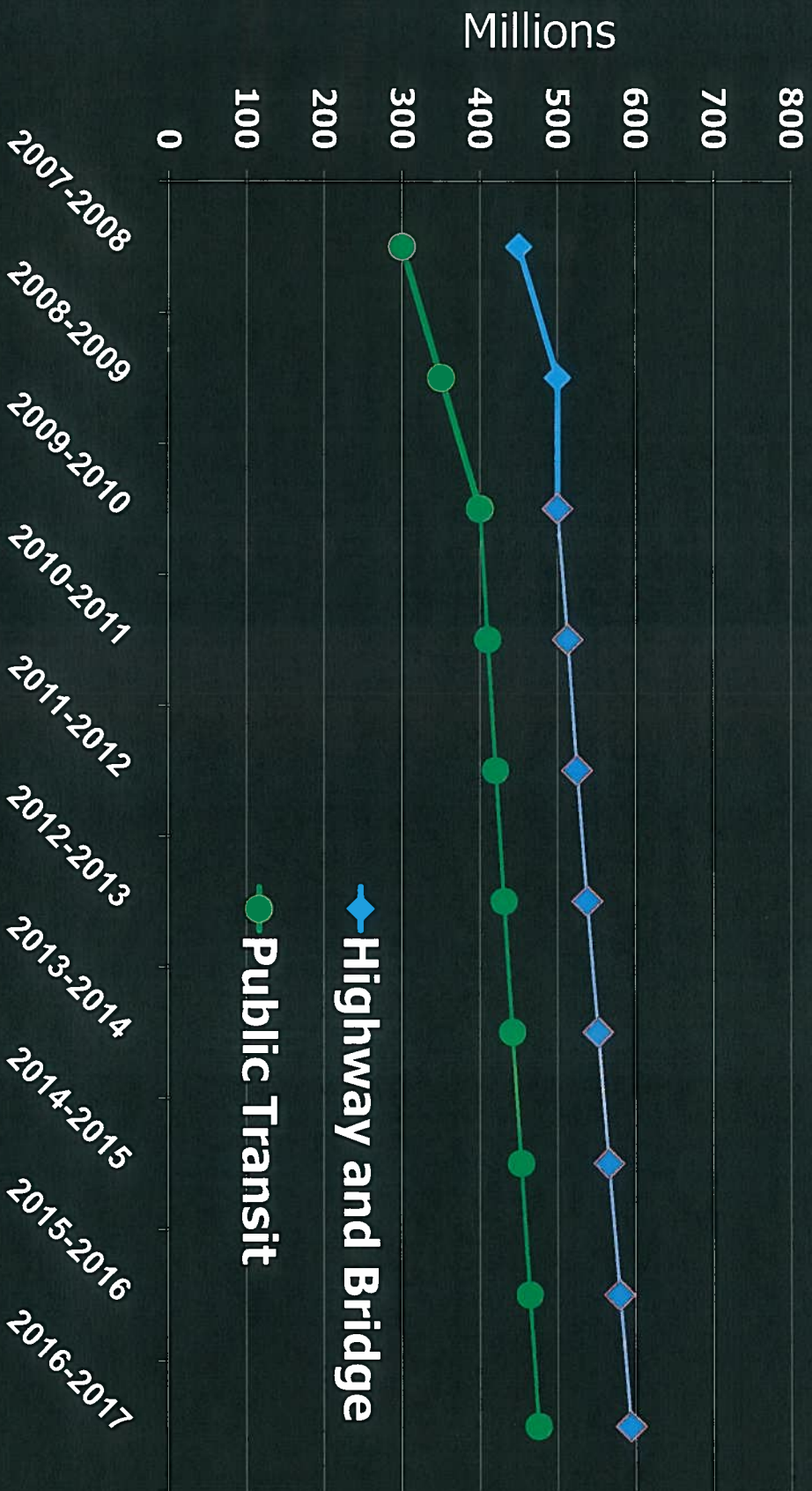
Transit

- Looming 25% service cuts over 5 years
- 100 million fewer rides
- Loss of access to jobs, medical service and schools

Need: \$760 million

Total Commission Recommendation: \$1.725 billion

Act 44 Funding



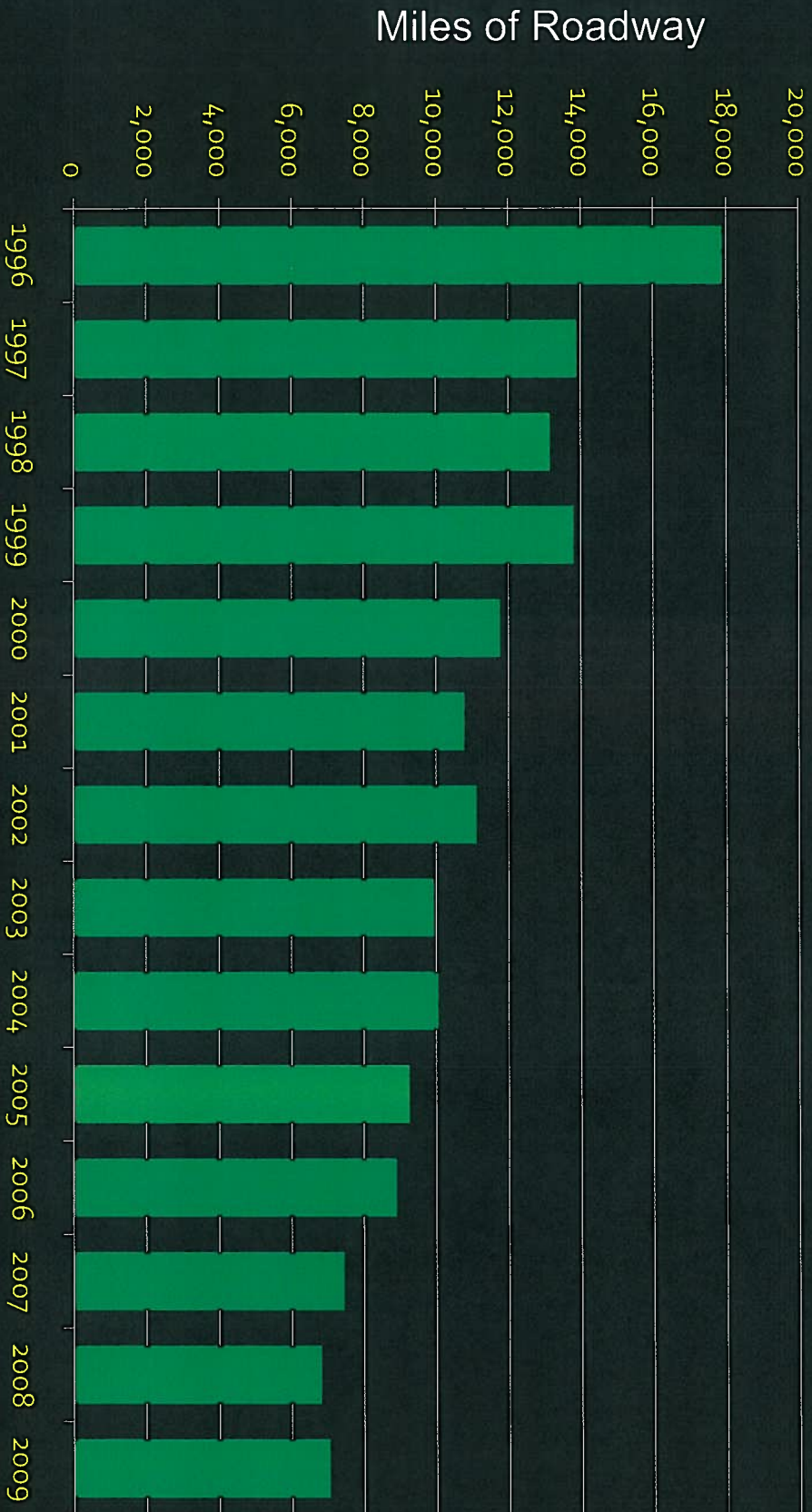
American Recovery and Reinvestment Act (ARRA)

- \$1.026 Billion for Roads and Bridges
- \$347 Million for Public Transportation

Public Transportation Funding and Ridership



Improving Poor Roads

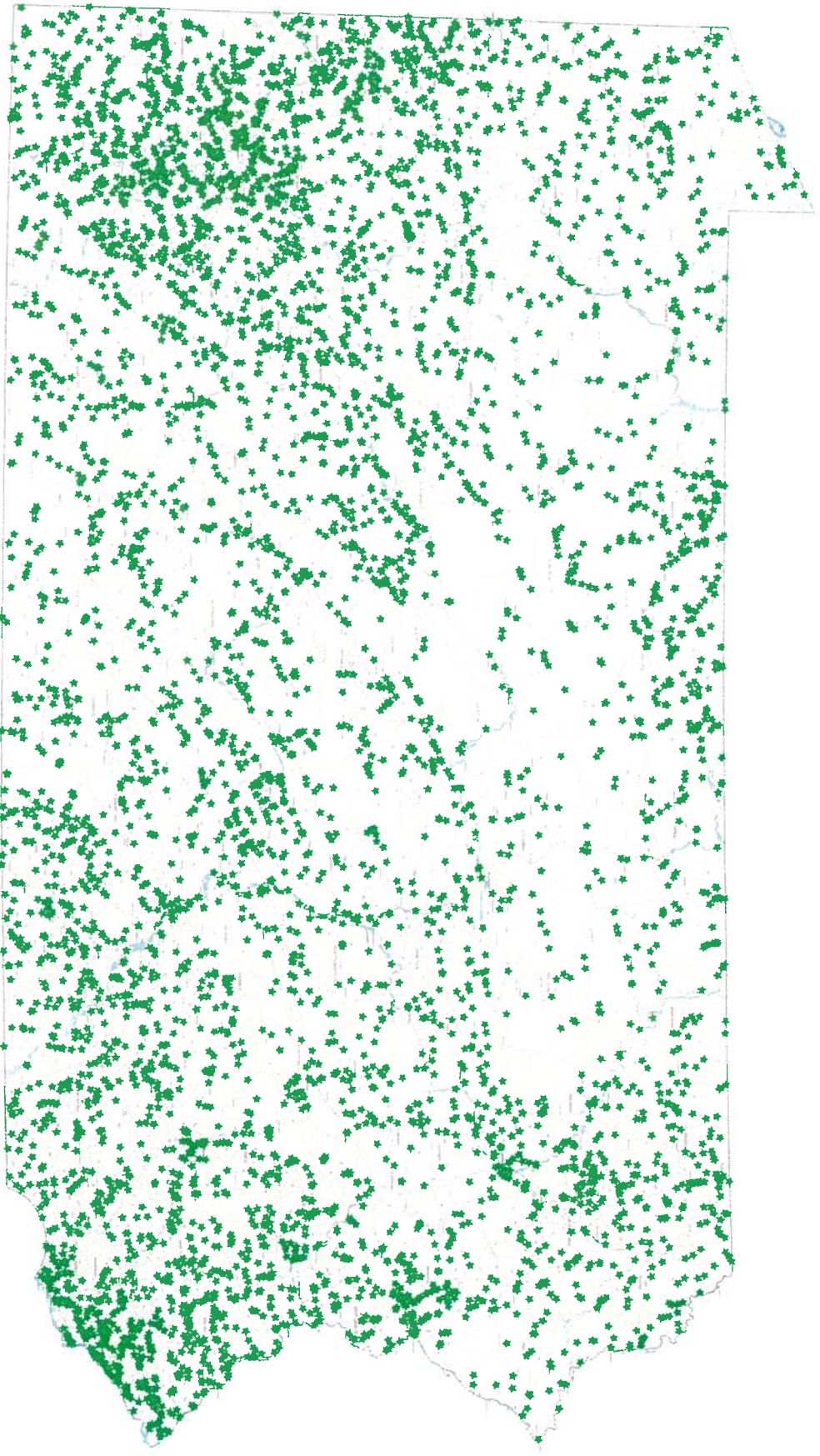


Structurally Deficient Bridges

SD Bridges by Bridge Count
PennDOT Bridges 8' or greater

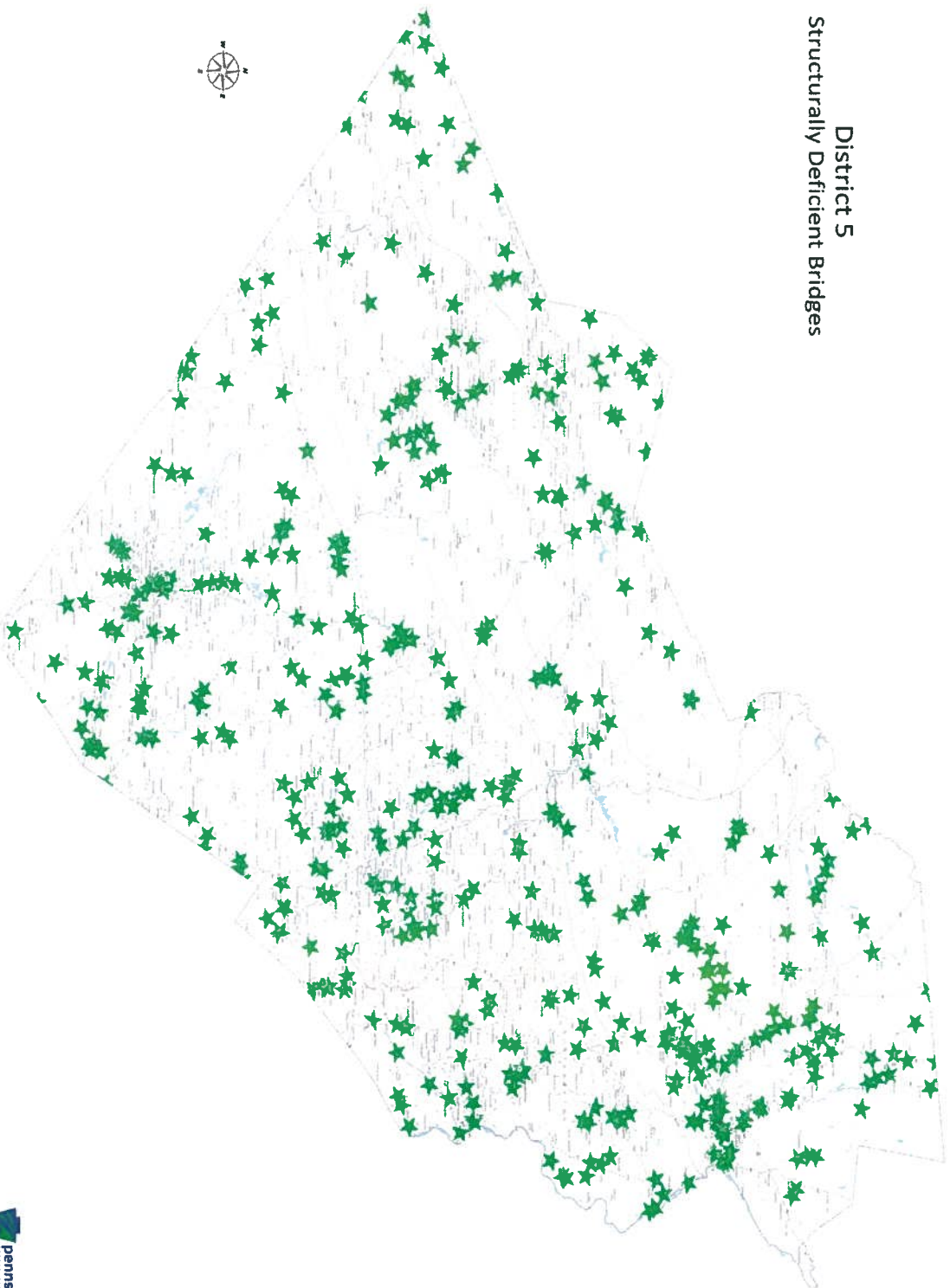


5,646 Structurally Deficient Bridges

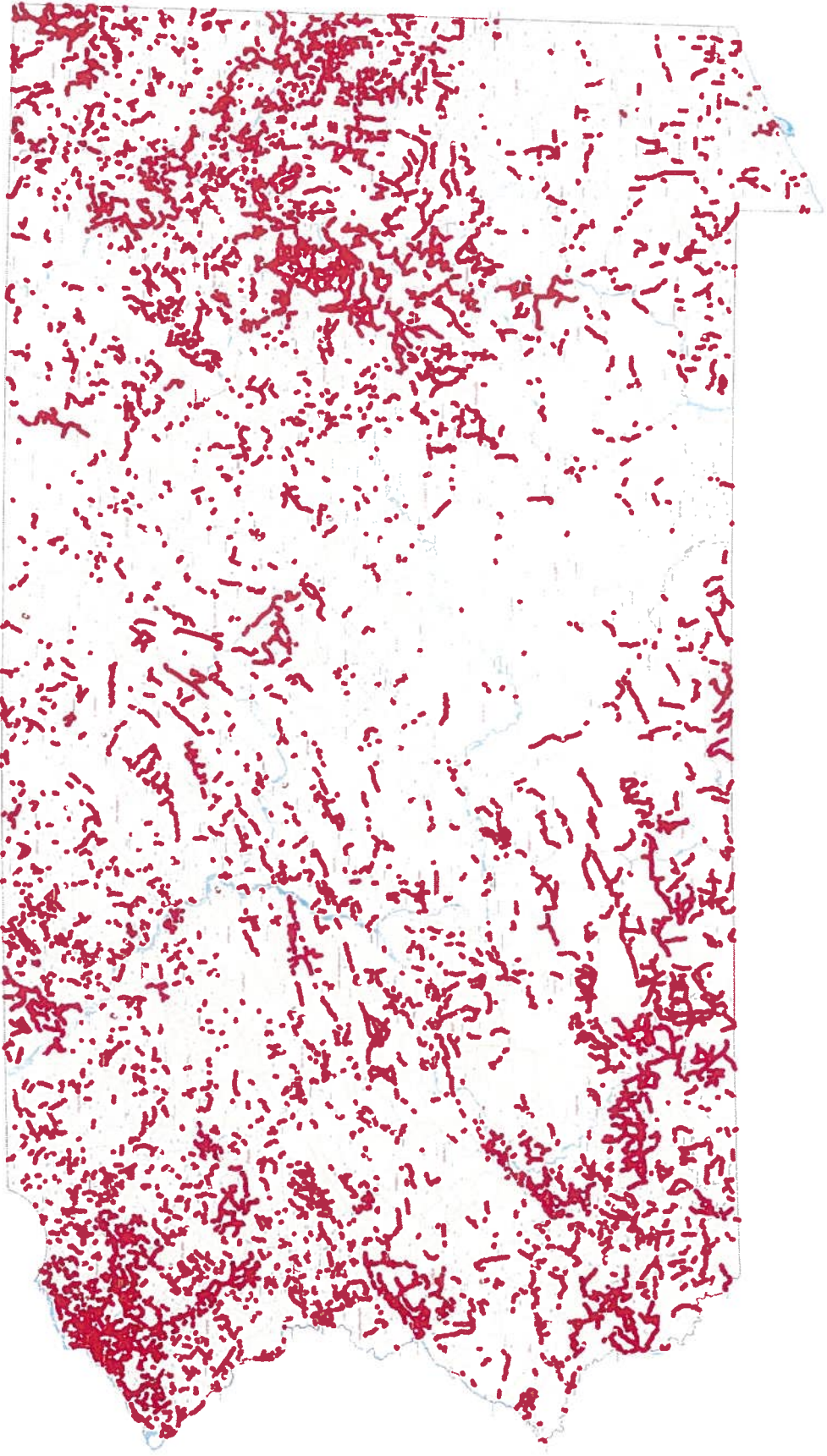


502 Structurally Deficient Bridges

District 5
Structurally Deficient Bridges

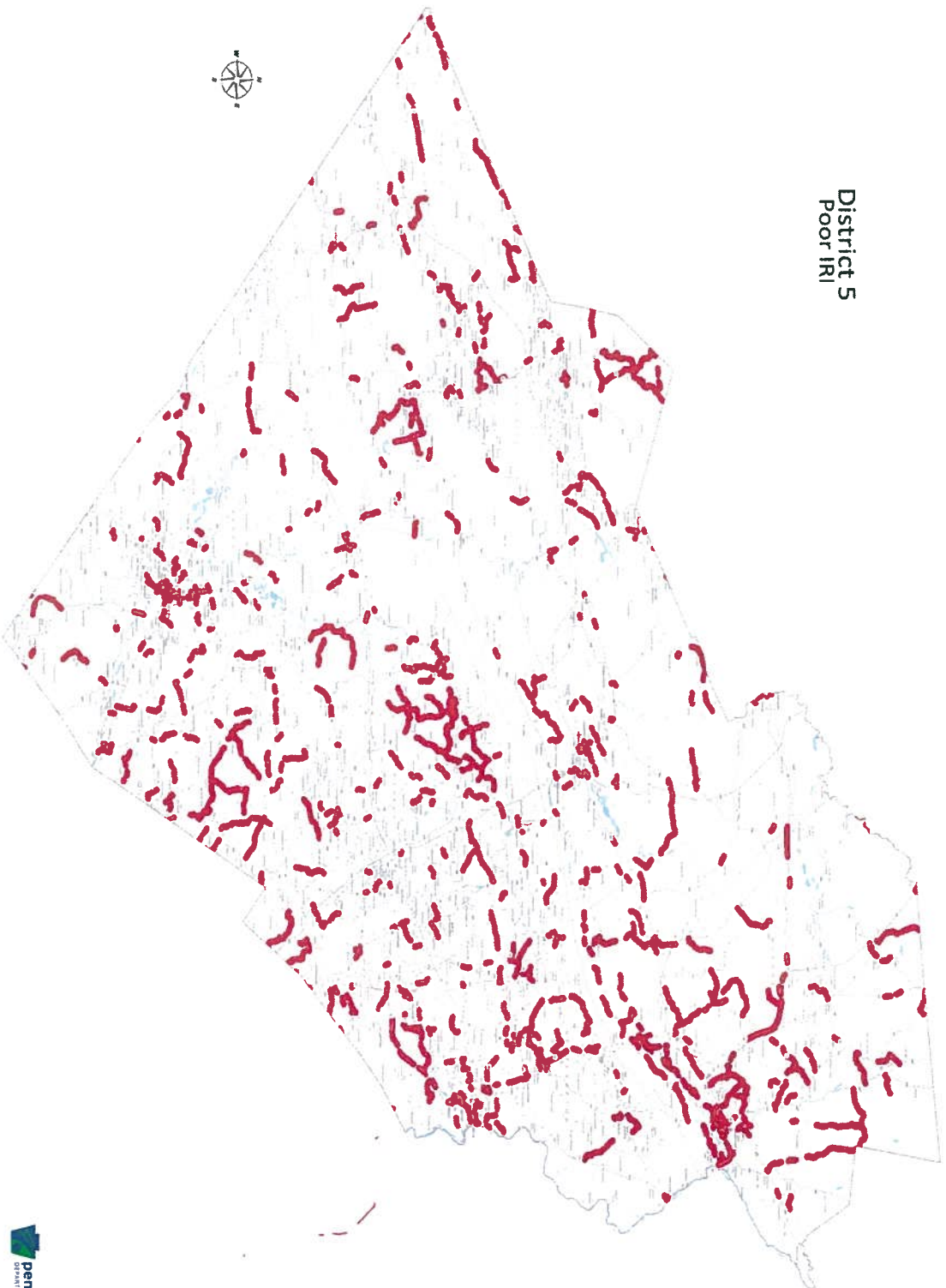


7,033 miles of poor roads



625 Miles of Poor Roads

District 5
Poor IRI

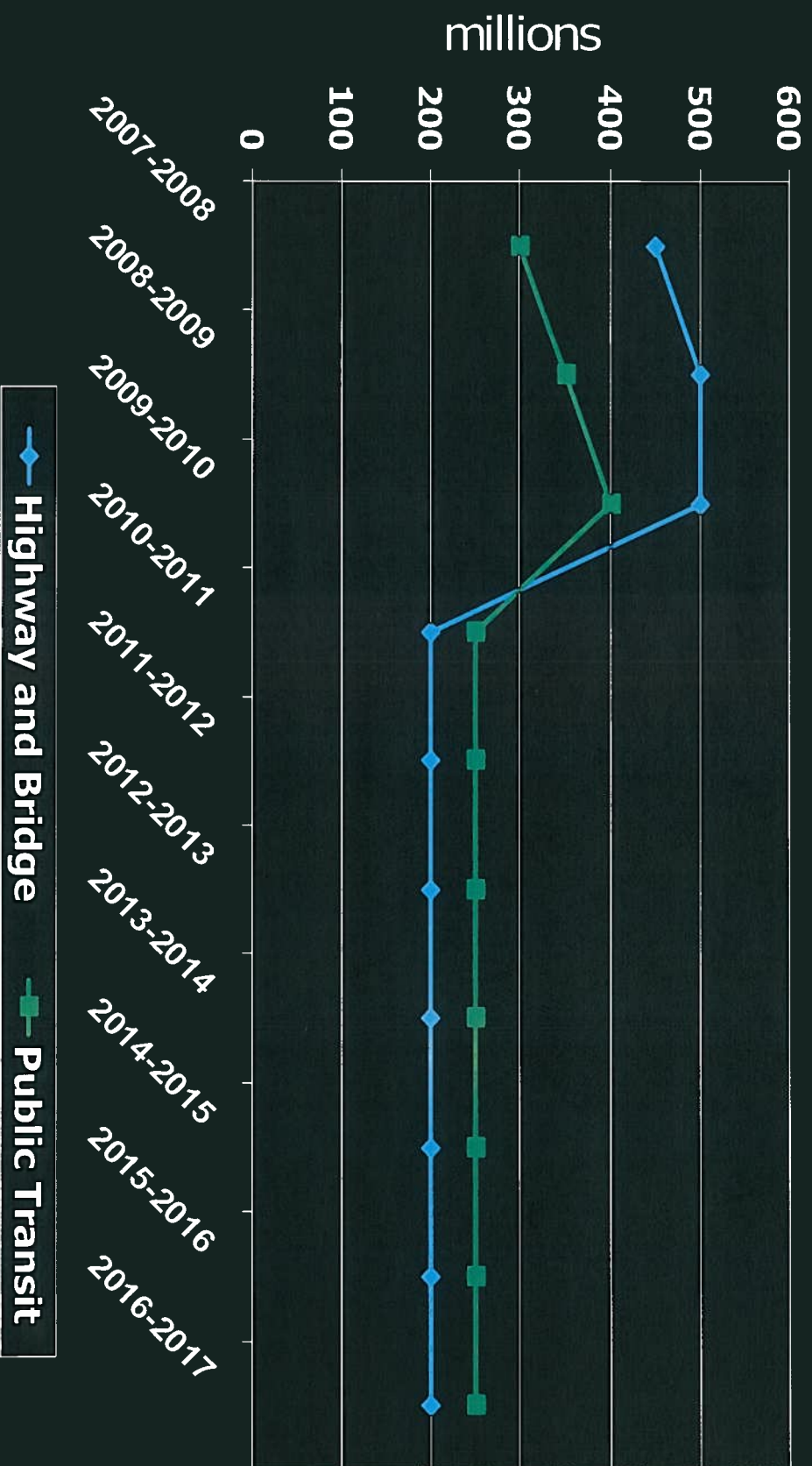


1,650 Pavement Miles Out of Cycle

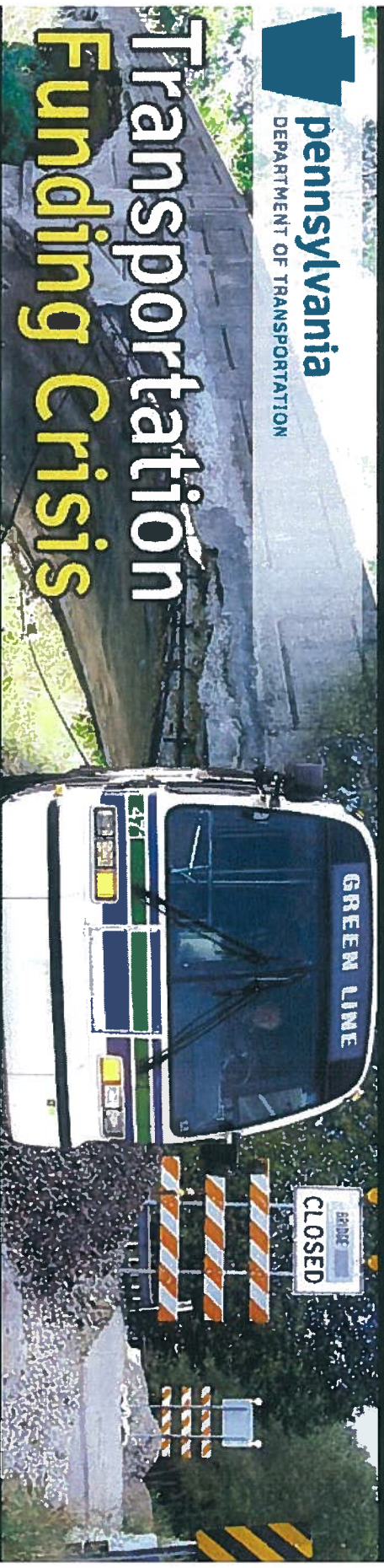
District 5
Segments with Out-Of-Cycle
Maintenance Treatments



Act 44 Funding without I-80 Tolls



Highway, Bridge and Transit Projects Will Go Unfunded

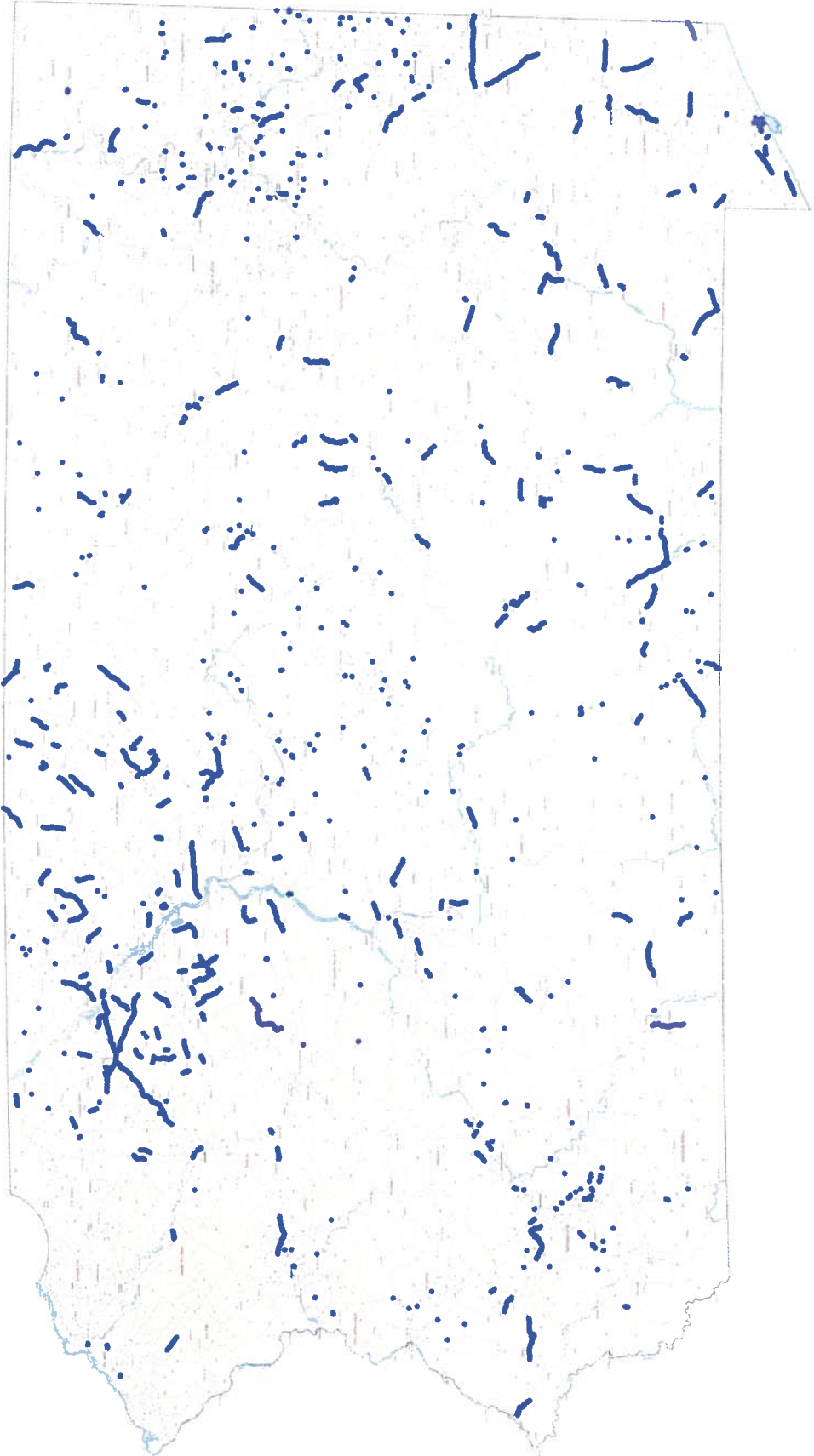


 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

Transportation Funding Crisis

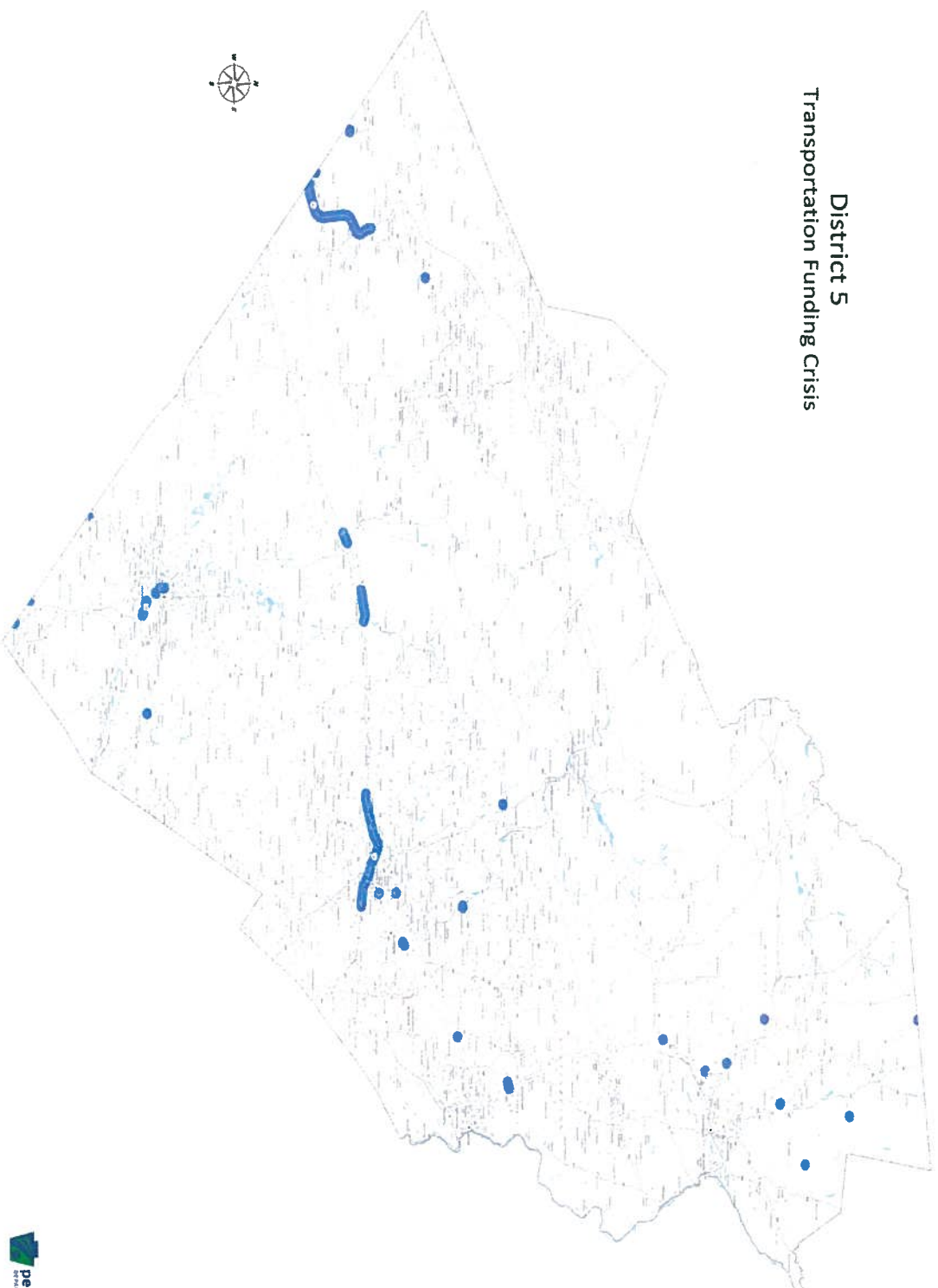
\$2 Billion in Unfunded projects over 4 years

441 Unfunded highway and bridge projects

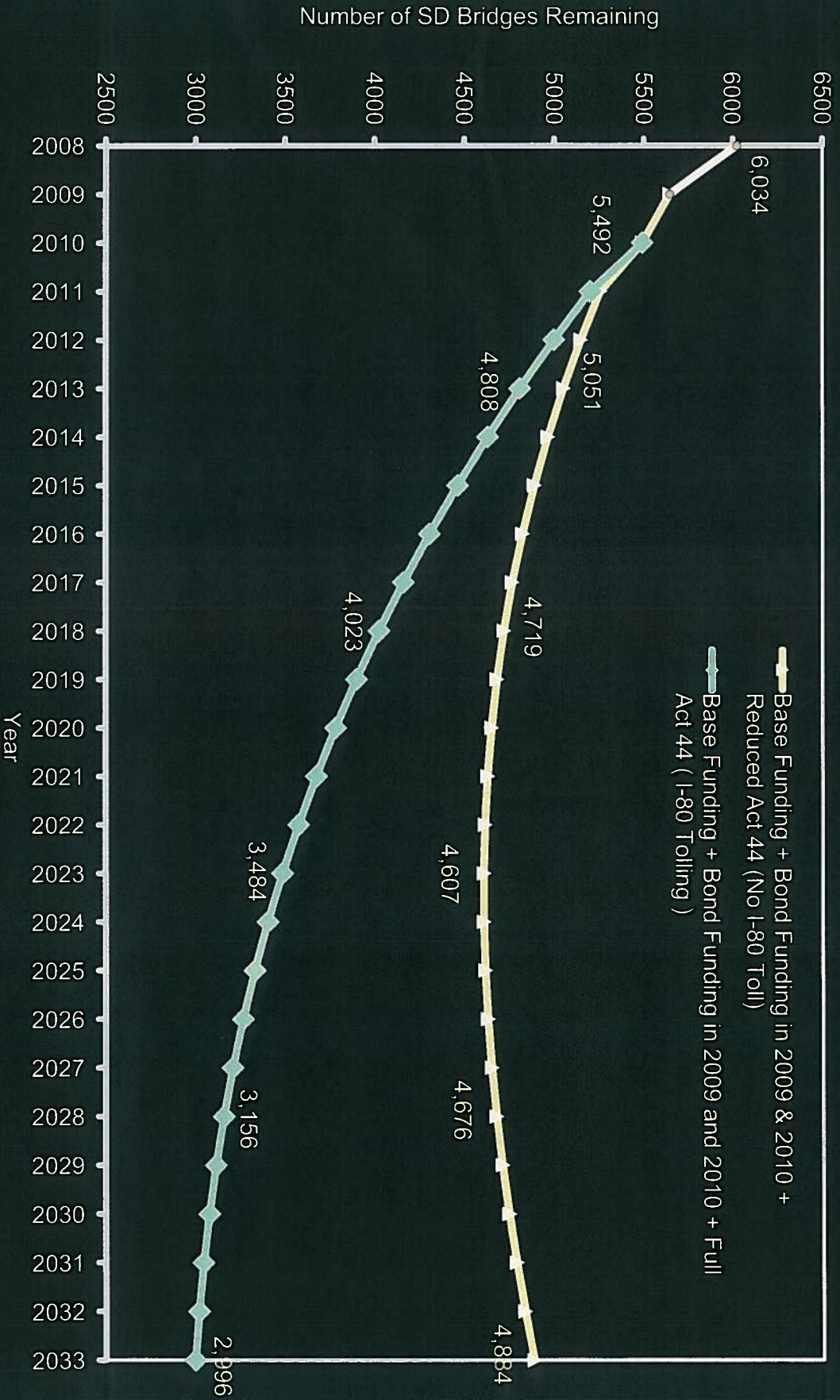


25 Unfunded projects = \$132M

District 5
Transportation Funding Crisis

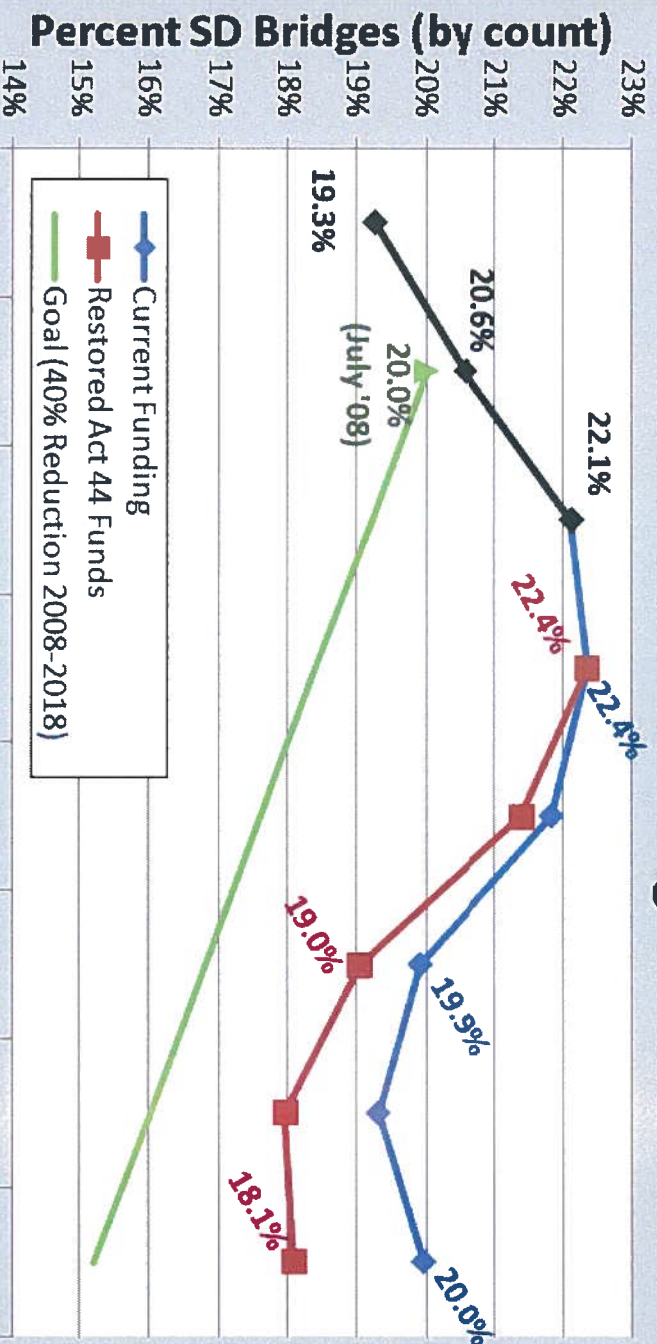


Accelerated Bridge Program Impact of Reduced Act 44 Funding on SD Bridges



Fixing SD Bridges

District 5 - SD Bridges



Assumes growth rate of 21 bridges annually

Percent SD Bridges at end of Calendar Year

Annual Funding Shortfall

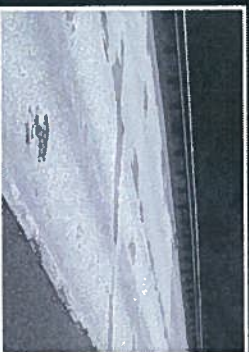
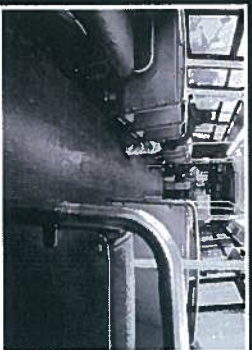
Bridge & Pavement Needs

Estimated Regional Need	\$445M
<u>Current Funding Level</u>	<u>\$212M</u>
Shortfall	\$233M

Transit Agencies

Transit Agency	Annual Riders	2008-2009 State Operating Assistance
Berks Area Regional Transportation Authority	3 Million	\$6.9 Million
Carbon County Community Transit	8,000	\$202,000
Lehigh and Northampton Transportation Authority	5.7 Million	\$11.6 Million
Monroe County Transportation Authority	347,000	\$1.6 Million
Schuylkill Transportation System	249,000	\$1.4 Million

Investing in Our Future:



Addressing Pennsylvania's Transportation Funding Crisis

COMMISSION FINAL REPORT

Pennsylvania Transportation Funding and Reform Commission

November 2006

