

Testimony of Kim W. Snyder on behalf of the Transportation Construction Industries  
Before the Joint House Transportation and Policy Committee  
June 3, 2010

Mr. Chairmen, My name is Kim Snyder. I am president of Eastern Industries located in Center Valley, PA. I am here on behalf of the Transportation Construction Industries, the unified voice of the materials and construction industries in Pennsylvania. TCI represents a broad array of interests including hot mix asphalt firms, aggregates producers, concrete, contractors, materials suppliers, equipment dealers, services purveyors and consultants.

**TCI-PAC 21<sup>st</sup> Century Transportation Funding Plan**

TCI has worked with the Keystone Transportation Funding Coalition to create a vision of a 21st Century transportation program. The vision was developed with input from highway and public transit advocates, smart growth advocates, organized labor, the general business community, agriculture, system users such as AAA and AARP, bicycle and pedestrian advocates, aviation systems and others.

Similar to the Transportation Advisory Council, the KTFC vision of a 21st century comprehensive plan: would double annual transportation construction to nearly \$5 billion per year. The TCI program would:

- Increase PennDOT's funding for maintaining existing highways and bridges from its current \$1.5 billion per year to \$2.0 billion.
- Fund capacity projects for highways and transit with an annual increase of \$2 billion.
- Increase annual county and local governments' allocations of state funds from \$360 million to \$1 billion per year.

The benefits of such action would be:

- Better quality of life
- Safer PennDOT roads
- Improved public transit, congestion relief
- Local tax relief
- Economic development (jobs)

**Action Would Reduce Commonwealth Unemployment by 10 Percent**

The American Road & Transportation Builders Association has quantified the impact of doubling Pennsylvania's transportation capital construction program. The study concluded that doubling transportation investment creates more than 50,000 jobs in Pennsylvania, more than half of which are in industries other than construction, such as manufacturing and health care. This would reduce the current ranks of the 500,000 unemployed Pennsylvanians by 10 percent.

**State Transportation Advisory Committee Recommends Long-Term Solution**

In May 2010, the State Transportation Advisory Committee (TAC) released a report recommending an immediate need for approximately \$3.5 billion annually in new

The sum of the highway and bridge needs I described is \$3 billion. Once the expected revenue over the 20 year time frame is subtracted out, we are left with an approximate shortfall of more than \$1.5 billion. Like all other areas in the Commonwealth, the Lehigh Valley has a much longer list of transportation needs than financial resources. LVTS will continue working closely with PennDOT to prioritize and resolve the most critical Lehigh Valley transportation problems. However, the funding gap is too wide to even maintain the status quo. Additional sources of revenue must be found in order to keep the Commonwealth economically viable.

**COMPARISON OF LEHIGH VALLEY HIGHWAY AND BRIDGE NEEDS AND ESTIMATED FUNDING: 2011 TO 2030**

LEHIGH VALLEY HIGHWAY NEEDS Needs	Estimated 2011 to 2030 Costs (2010 \$s)	Comments
<b>Maintenance</b>	<b>\$ 359,449,000</b>	
TIP Maintenance projects	\$ 17,164,000	
State identified needs	\$ 331,600,000	Source: PennDOT
Local identified needs	\$ 10,685,000	Source: ARRA projects
<b>Mobility (see congested corridors box at bottom of page)</b>	<b>\$ 1,214,390,000</b>	
TIP Mobility Projects	\$ 102,512,000	8 projects in the draft TIP
Rt. 22 Phase II Completion	\$ 40,278,000	2015
Rt. 22 Section 400 Widening	\$ 150,000,000	
Rt. 22 Tomorrow Remainder	\$ 900,000,000	(2001 cost estimate-Section 400 cost)*10 yrs inflation @ 4%/year
ITS Deployment	\$ 16,000,000	\$1,000,000/year
Freeway Service Patrol	\$ 5,600,000	\$350,000/year
<b>Safety</b>	<b>\$ 171,335,000</b>	
TIP Safety Projects	\$ 84,105,000	13 projects in the draft TIP
Low Cost Safety Improvements	\$ 8,000,000	Assume \$500,000/year
Mauch Chunk Road	\$ 12,000,000	
Bath Connector	\$ 2,550,000	
Bike/Ped Safety Program	\$ 4,000,000	
Safety engineering improvements	\$ 60,680,000	LV HSIP & Rail Xing \$s 4%/year growth
<b>Transportation Enhancements</b>	<b>\$ 28,435,000</b>	
TIP TE Projects	\$ 5,217,000	
L RTP TE Projects	\$ 23,218,000	4%/year growth
<b>TOTAL COST OF HIGHWAY NEEDS*</b>	<b>\$ 1,773,609,000</b>	
<b>ESTIMATE OF HIGHWAY FUNDING</b>	<b>\$ 944,818,000</b>	53.3% of need
<b>20 YEAR SHORTFALL</b>	<b>\$ (828,791,000)</b>	

LEHIGH VALLEY BRIDGE NEEDS Needs	Estimated 2011 to 2030 Costs (2010 \$s)	Comments
TIP Bridge Projects	\$ 116,302,000	
State Bridge Needs	\$ 1,049,100,000	Source: PennDOT
Local Bridge Needs	\$ 120,175,000	Addresses only current structurally deficient bridges
<b>TOTAL COST OF BRIDGE NEEDS</b>	<b>\$ 1,285,577,000</b>	
<b>ESTIMATE OF BRIDGE FUNDING</b>	<b>\$ 590,124,000</b>	45.9% of need
<b>20 YEAR SHORTFALL</b>	<b>\$ (695,453,000)</b>	

**TOTAL HIGHWAY/BRIDGE 20 YEAR SHORTFALL \$ (1,524,244,000)**

**\*CONGESTED CORRIDORS** - The Lehigh Valley long range transportation plan identifies 13 corridors as being congested and in need of further study. 2 of those corridors have been studied and improvements identified. The remaining 11 corridors are in need of improvements yet to be determined. These 11 corridors have a demonstrated need for improvement but are not included in the "Highway Needs" section above.

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| 1. I-78 from Rt. 22 to Rt. 100                         | 7. Rt. 378 from Seidersville Rd. to Center Valley Parkway                           |
| 2. I-78 from Rt. 309 to Rt. 33                         | 8. Rt. 100 from Lowhill Twp. Line to Schantz Rd.                                    |
| 3. Rt. 309 from Shankweillers Rd. to Walbert Ave.      | 9. American Prkwy/S.4th St./Basin St. from Gordon St. to I-78                       |
| 4. Lehigh St./E. Harrison St. from 31st St. to 5th St. | 10. Broadway/E. 4th St. from Susquehanna St. to Fillmore St.                        |
| 5. 25th St. from Newburg Rd. to Freemansburg Ave.      | 11. Morgan Hill Rd./Old Philadelphia Rd./St. John St./Rt. 611 from I-78 to Park Rd. |
| 6. Rt. 191 from Rt. 22 to Newburg Rd.                  |   |

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funding to improve the condition of the state's highway, bridge and transit infrastructure. The report also states that Pennsylvania has extensive transportation needs which will require a variety of broad-based funding approaches, some of which could be applied in the near term and others over a longer time period.

**TAC Report Recommended Funding (millions)**

	<b>2010 Need</b>	<b>2020 Need</b>	<b>2030 Need</b>
<b>Highway &amp; Bridge</b>	\$2,576	\$4,693	\$6,545
<b>Public Transportation</b>	\$484	\$1,383	\$3,063
<b>Local Government</b>	\$432	\$670	\$1,092
<b>TOTAL</b>	<b>\$3,492</b>	<b>\$6,746</b>	<b>\$10,700</b>

The TCIs vision for a long-term, comprehensive funding solution is embodied in the TAC report. It is this vision that is now shared by other transportation advocates and can be viewed on the internet at: [www.tci-pac.org](http://www.tci-pac.org)

In order to pass such a comprehensive vision for transportation we must move past convention wisdom that would say we cannot accomplish such an investment in the Commonwealth.

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