

Testimony to the Pennsylvania House Transportation Committee
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Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission

Good morning. My name is Barry Seymour and I am the Executive Director at the Delaware Valley Regional Planning Commission (DVRPC). DVRPC is the federally-designated Metropolitan Planning Organization for the nine-county Greater Philadelphia region; in southeastern Pennsylvania that includes Bucks, Chester, Delaware and Montgomery counties, and the City of Philadelphia, coterminous with District 6 of PennDOT, with whom we work very closely. We also cover Burlington, Camden, Gloucester, and Mercer counties in New Jersey. Our mission is to plan for the orderly growth and development of the bi-state region and build consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We are governed by a Board composed of representatives from each of our city and county governments, as well as the state departments of transportation, and Governor Appointees from both states. Our federally-mandated responsibility as the region's MPO is to prioritize transportation projects in the region that are funded with federal transportation dollars, which we do through the development of a long-range plan and the preparation of a short-term capital program known as the TIP, or Transportation Improvement Program.

The DVRPC Board recently adopted our new long-range plan, called *Connections – The Regional Plan for a Sustainable Future*, that articulates a vision for the year 2035. The Plan was developed over several years with the region's elected officials, stakeholders and the public. The Plan is predicated upon creating a more sustainable future, and seeks to link a vision and policies for land use development, environmental protection, economic development and transportation investment. The Plan seeks to maximize the efficiency of our transportation investments using our limited financial resources by integrating land use planning with transportation planning, and focusing on an asset management approach that gives priority to safety and maintenance investments. To that end, we target preservation of almost 500,000 acres of land, or about half of the remaining undeveloped land in the region, and advocate channeling development into 100 developed or developing centers across the nine counties.

In order to establish priorities and needs and specific transportation improvements for the plan, we first conducted a systems needs assessment and a financial resource assessment. As in much of Pennsylvania, the majority of the highway network in our region is over fifty years old, and our rail system is over one-hundred years old, and both require large investments to maintain and rebuild. In southeastern Pennsylvania, over half of the bridges are rated as deficient and over 20% of our roadway miles are rated as deficient. When our aging infrastructure fails, such as when I-95 was shut down for several days in 2008 due to cracks in the concrete support structure, there is a major impact on travel in and through the region, creating a major impact on the local and state economy. We need to reinvest in this network to maintain the state and region's competitive position.

A transportation system needs assessment conducted with PennDOT and based on asset management systems anticipates that \$77 billion is required over the next 25 years to achieve and maintain a state of good repair for our roads and transit systems. However, the region can only anticipate approximately \$40 billion in available revenues over that same time period. As our plan must be fiscally-constrained and can only include reasonably-certain sources of funding, that \$40 billion figure only includes continuing federal funding consistent with the rate of federal funding we have received in the past, and state funding consistent with the amount we have received in the past. Despite the fact that Act 44 had been passed at the time of plan preparation, we recognized that full funding was contingent on federal approval of tolling Interstate 80, which was not assured. Therefore, our plan's financial assumptions were based on the lower guaranteed funding levels in Act 44 that occur without tolling of I-80.

Of the \$40 billion we anticipate in transportation funding over the life of the plan, again not including any anticipated funding from the tolling of I-80, the priority has been placed on rebuilding the existing transportation system. Over \$22 billion is dedicated to highway and bridge projects, primarily through PennDOT, over the life of the plan, and almost \$18 billion is dedicated to transit maintenance and improvements, mostly for SEPTA. Three quarters of the total available funding, or over \$30 billion is targeted toward system maintenance over the next 25 years, yet we still are not able to address all of our deficient bridges and substandard roadway pavements or replace our transit vehicles and rehab the rail infrastructure, much less

invest in the new facilities and new capacity that will be needed to support future growth and future economic opportunities.

Despite these constraints, the *Connections* plan identifies a set of transformative regional transportation projects crucial to the region's economy and future growth. Potential projects include a new rail line on Delaware Avenue in Philadelphia, restoration of rail service between Lansdale and Quakertown, and extensions of several SEPTA regional rail lines in Chester, Montgomery and Delaware counties. New highway projects focus on providing missing connections, such as the I-95 and Pennsylvania Turnpike interchange, or providing access to the region's older centers such as the Lafayette Street Connector project which will directly link Norristown to the Pennsylvania Turnpike. However, any of these projects will be contingent on identifying and securing additional sources of funding.

Put simply, our traditional transportation funding structure is not able to meet our identified needs. The denial of tolls on I-80 returns us to existing sources, primarily the gas tax, but we anticipate gas tax revenues declining over time due to more fuel efficient vehicles. At the same time, the price of concrete and steel will continue to rise due to world competition for these resources, yielding less revenue to pay for more expensive projects.

Without full funding of Act 44, the region's Transportation Improvement Program will be reduced by almost three-quarters of a billion dollars over the next four years, or \$725 million. PennDOT District 6 anticipates a reduction of \$57 million annually, plus an additional \$50 million we would expect for specially selected projects. SEPTA's capital funding will be reduced by \$110 million per year, or 25% of their annual capital budget. But the impact of limited funding reaches much deeper, and PennDOT and SEPTA will need to defer hundreds of millions of dollars of road reconstruction, bridge and transit projects in the region. As these projects are deferred, costs increase, making their eventual completion questionable. A list of these highway and transit projects is included with my testimony, along with a map to show their distribution across the region. Every county, every community, and every district will be touched adversely by these impacts.

I believe that at this point in time, Pennsylvania is literally at a crossroads – in one direction we have potholes, bridges closed to traffic, and crumbling

transit infrastructure. In the other we have a modern transportation system that can pave the way to a vibrant future. DVRPC has analyzed a set of funding options, ranging from tolling to public-private partnerships to various user fees and taxes, as a means to raise additional transportation revenue. For example, a vehicle miles traveled fee in our region of a penny per mile would cost the average driver just \$10 per month, and raise over \$250 million per year locally. Raising the gas tax by a nickel would cost the average driver just two dollars per month, and raise over \$300 million statewide. This at a time when gas prices fluctuate by more than a nickel each and every week.

While it may never seem a popular idea to raise taxes or impose additional fees, particularly in the current economic climate, transportation services must be viewed as a utility that everyone uses, everyone benefits from, and everyone must pay for. Compared to the costs most of us pay for cell phones or cable television, quality transportation is not a luxury, but a necessity. Our transportation investment needs are indeed great, and while our options are constrained, we do have options. No action by the legislature at this time will cripple our region's efforts to stimulate economic activity and prepare for our future. Existing businesses will find new locations where their employees can get to work and goods can get to market. Potential new businesses will be witnessing a "cannot do" government in Pennsylvania and choose not to move here.

In closing, there is no question that the price of failure is considerable and the greatest cost we face is the cost of doing nothing.

Transportation Funding Crisis Delays Road & Bridge Projects in DVRPC Region

Without full funding of Act 44, PennDOT District 6 anticipates a reduction of \$57 million annually for road and bridge projects beginning in state Fiscal Year 2011 (July 1, 2010), but the impact of limited funding reaches well beyond a particular funding level per year, and has necessitated that PennDOT defer hundreds of millions of dollars of road reconstruction and bridge projects in the DVRPC region. While some projects may only have been deferred a few years, many have been deferred 4 or more years, and the cost of each project increases with every year of deferral. For example, a \$55 million project that is deferred only 4 years will cost the region an additional \$10 million due to the year of expenditure inflation. The following are previously approved projects from the DVRPC Transportation Improvement Program which are significantly delayed for construction (4 years or more) and will not appear for construction in the updated program between FY2011 and FY2014; most will be unable to advance to construction until many years later due to inadequate transportation funding in the region. Projects marked with an asterisk(*) are specifically Act 44 eligible. \$500 million of Act 44 eligible projects that are delayed 1-3 years are not included in this list, nor is the reconstruction of I-95 through Philadelphia which is a component of PennDOT's Statewide Interstate Management Program. The Reconstruction of I-95 is estimated at a cost of \$2 billion.

Deferred PennDOT Highway Projects in the DVRPC Region				
County	MPMS#	Project Title	Construction Start Date Estimate	Construction Estimate
Bucks	12923	Bristol Road Extension	2019	\$8,000,000
Bucks	12965	Lawn Avenue Corridor Improvement	2019	\$15,300,000
Bucks*	13549	US 1 Bridges and Reconstruction Old Lincoln - PA 413	2019	\$192,000,000
Bucks	49315	Portzer Road Connector	2022	\$2,500,000
Bucks*	50634	County Line Rd. Restoration (3R)	2018	\$10,000,000
Bucks*	64781	Swamp Road Culvert at Penns Woods Road	2017	\$2,500,000
Chester	14580/14581	US 1 Expressway Reconstruction PA/MD State line - Schoolhouse Road	2020	\$160,000,000
Chester	14698/64220	US 422 Reconstruction, East of Schuylkill River to PA 724 Interchange	2019	\$77,000,000
Chester	84884/87781	US 30, Coatesville Downingtown Bypass from PA 10 to US 30/Lincoln Highway	2021	\$440,000,000
Delaware*	14891	Darby/Paoli Rd. (Bridge)	2017	\$6,400,000
Delaware	69816/69817	US 322 Rehabilitation, US 1 to I-95	2016	\$130,000,000
Delaware	79329	Bridgewater Road Extension	2021	\$11,000,000
Montgomery	16211/48187	I-76 Ramps Henderson/Gulph Roads Phase 2 & 3	2020	\$21,000,000
Montgomery	16218	Stanbridge Street Bridge	2020	\$1,300,000
Montgomery	16334	PA 73 Church Road	2020	\$5,200,000
Montgomery*	16738	US 422 Reconstruction, Park Drive to Keim Road	2022	\$75,435,000
Montgomery	16741	Swamp Road at PA 663	2020	\$1,000,000
Montgomery	48172	PA 23 at Allendale and Beidler	2022	\$10,000,000
Montgomery	48175	Ridge Pike, Norristown to Butler Pike	2022	\$28,500,000
Montgomery	48181	Fitzwatertown Road	2019	\$1,000,000
Montgomery*	50646	PA 63 - Rehab 2 Bridges	2018	\$7,400,000
Montgomery	57861	Pleasant View Road	2019	\$2,000,000
Montgomery	64795	Belmont Ave at I-76 Interchange	2021	\$17,000,000
Montgomery	70197	US 422 (New) Exwy Bridge Over Schuylkill River (SRB)	2017	\$103,000,000
Montgomery	79928	Lafayette St./Dannehower Bridge Interchange	2020	\$58,000,000
Montgomery	83643	Limekiln Pike Over SEPTA (Bridge)	2018	\$2,400,000
Montgomery*	86924	SR 422, Resurfacing (PM2)	2014	\$18,000,000
Philadelphia	17581	Bells Mill Road Restoration	2016	\$3,000,000
Philadelphia	17782	I-95 and Aramingo Ave/Adams Ave. Connector	2020	\$10,000,000
Philadelphia	64805	Citywide Sidewalk Bumpouts	2016	\$1,000,000
Philadelphia*	80054/88768	Vine Street Expresswy Bridges #2 and #3	2016	\$81,000,000
Philadelphia*	80055	Holme Avenue Over Roosevelt Boulevard	2016	\$10,000,000
Philadelphia*	83736	Roosevelt Boulevard Over Wayne Junction (Bridge)	2018	\$50,000,000
TOTAL				\$1,560,935,000

Transportation Funding Crisis Delays SEPTA Transit Projects in DVRPC Region

SEPTA remains concerned about the long-term fiscal stability of Pennsylvania's Public Transportation Trust Fund, as established by Act 44 of 2007, and the uncertainty this creates for transit across the Commonwealth. Sales tax revenue, a key funding source for the Trust Fund, is 4.6% below Fiscal Year expectations, as of January 2010. In addition, the Pennsylvania Turnpike Commission has been unable to obtain the approval of the Federal Highway Administration to begin tolling Interstate 80. Without full funding of Act 44, SEPTA anticipates a reduction of \$110 million in capital funds annually beginning in the Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions to the projects the Authority funds in the annual capital budget and twelve year capital program.

After years of making progress in the backlog of deferred capital improvements and achieving system enhancements, SEPTA is forced to defer the advancement of several projects in the capital program, due to this loss of funding. Projects for which contracts have not been awarded were selected for deferral. The deferral of these projects will increase SEPTA's Operating expenses, thus putting additional strain on the Authority's operating budget. Deferral of projects will also undermine SEPTA's ability to rebuild the Authority's aging infrastructure. The following list of projects are significantly delayed for construction (4 years or more) and will not appear for construction in the updated program between FY 2011 and FY 2014; some will advance to construction many years later. Projects marked with an asterisk (*) are deferred in the first four years of the DVRPC Transportation Improvement Program due to the Act 44 funding loss.

Deferred SEPTA Transit Projects in the DVRPC Region			
MPMS#	Project	Construction Start Date Estimate	Total
87176	*69th Street Parking Garage	2015-2022	\$22,600,000
73214	*Ardmore Transportation Center, Paoli Line	2015-2022	\$15,831,000
60335	*City Hall Station/15th Street Station Rehabilitation	2015-2022	\$100,000,000
60636	*Elwyn to Wawa Rail Service	2015-2022	\$80,000,000
60655	*Levittown Station, Trenton Line	2015-2022	\$34,300,000
60611	*New Fare Payment Technologies	2015-2022	\$100,000,000
59917	*Paoli Line Improvements	2015-2022	\$180,000,000
60574	*Paoli Transportation Center	2015-2022	\$40,000,000
60540	*Parking Expansion Program	2015-2022	\$119,700,000
N/A	Rail Bridge Improvement Program	2015-2022	\$85,000,000
N/A	Regional Rail Car Acquisition (Silverliner IV Replacement)	2015-2022	\$750,000,000
60651	Regional Rail Substation Improvements		\$182,600,000
	*Jenkintown Substation and Static Frequency Converter	2015-2022	\$67,000,000
	Phase III & Beyond	2015-2022	\$115,600,000
77180	State of Good Repair Initiatives		\$82,759,000
	*Berridge Shop Roof Replacement	2015-2022	\$12,800,000
	*Chestnut Hill West Bridge .035 Replacement	2015-2022	\$9,869,000
	Escalator Program Phase IX	2015-2022	\$2,200,000
	Fern Rock Shop Hoist & Body Stand	2015-2022	\$500,000
	Overbrook Car Hoist & Body Shop	2015-2022	\$500,000
	*Vehicle Washer - Frazer	2015-2022	\$2,090,000
	*Vehicle Washer - Frontier	2015-2022	\$3,000,000
	1234 Market Improvements	2015-2022	\$2,000,000
	Additional State of Good Repair Projects	2015-2022	\$50,000,000
60271	Station Accessibility		\$28,600,000
	*Broad Street Subway Erie Station ADA	2015-2022	\$7,500,000
	*Broad Street Subway Margaret-Orthodox Station ADA	2015-2022	\$10,100,000
	*Broad Street Subway Snyder Station ADA	2015-2022	\$5,000,000
	*Market-Frankford Elevated Subway - 40th Street Station ADA	2015-2022	\$6,000,000
60557	System Improvements Program	2015-2022	\$30,400,000
N/A	Trolley Rts. 10, 11, 13, 34, 36, 101 & 102 Vehicle Replacement	2015-2022	\$300,000,000
77183	Transit & Regional Rail Station Program		\$97,480,000
	Broad Street Subway - Fairmount Station	2015-2022	\$3,500,000
	*Exton Station, Paoli Line	2015-2022	\$15,720,000
	*Loop Program - 23rd & Venango Loop, 33rd & Dauphin, 61st and Pine, Parkside & Wycombe	2015-2022	\$10,800,000
	*Market-Frankford Elevated Subway - 5th Street Station	2015-2022	\$10,100,000
	Primos Station, Phase III, Media Line	2015-2022	\$2,000,000
	Secane Station, Media Line	2015-2022	\$25,000,000
	Ridge & Summit Loop	2015-2022	\$1,300,000
	*Wayne Junction Station	2015-2022	\$29,000,000
15407	*Villanova Station, Paoli Line	2015-2022	\$22,900,000
TOTAL			\$2,272,110,000