

State Transportation Commission

# 2015 Transportation Performance Report

February 2015













# PA Transportation Performance







## Safety

	Impaired Driving Fatalities
	Unbelted Fatalities
	Aggressive Driving Fatalities
	Distracted Driving Fatalities
	Pedestrian Fatalities
	Work Zone Crashes







## Mobility

	Congestion		Airport Enplanements
	Highway Capacity		Public Transportation Ridership
	Traveler Information		Amtrak Ridership
	Traffic Signals		Freight Movement
	Traffic Incident Management		Freight Demand

## Preservation




	State Bridges
	Local Bridges
	Posted Bridges
	Pavement Condition
	Rail Infrastructure
	Transit Infrastructure

## Accountability

	Next Generation Savings
	Resource Sharing
	Innovation
	Project Delivery
	Transit Performance
	Transit Modernization

### Key

#### Color indicates STATUS

-  Performance is low due to magnitude of need and years of underinvestment.
-  Performance is adequate; however, opportunities for improvement exist.
-  Performance is good due to current initiatives and available resources.

#### Angle indicates TREND

-  improving
-  steady
-  worsening

See next page for summary descriptions.

# Summary

## Safety



**Transportation safety remains a top PennDOT priority.** Funding is targeted toward improving infrastructure, educating users, and enforcing traffic laws. Fatalities are at the lowest level in decades. However, any loss of life on Pennsylvania's roadways is unacceptable.

**Emerging technologies** such as connected and autonomous vehicles create new challenges and opportunities for the future of transportation.

**Legislative opportunities** can help support transportation safety. Recent studies include recommendations for automated speed enforcement in work zones and transportation incident management.

## Mobility



**Moving people and goods effectively, efficiently, and reliably** is foundational to Pennsylvania's quality of life and economy.

Congestion levels in Pennsylvania are fairly steady. New efforts to **strategically expand capacity and improve transportation operations** will help to further improve travel. PennDOT's vigorous investment in public transportation has resulted in strong levels of ridership in recent years.

Act 89 of 2013 established a new **Multimodal Fund** which aids in the movement of people and goods by all modes.

## Preservation



**Pennsylvania's transportation infrastructure is vast and requires significant attention to maintain.**

Act 89 of 2013 provides PennDOT the funding to keep pace with this large system's preservation and renewal needs.

New investment levels equate to a continued **reduction in structurally deficient bridges, improved roadway pavements, and enhanced public transportation and rail freight facilities.**

Through the use of innovative materials, processes, and partnerships, PennDOT is implementing infrastructure that is **more sustainable, longer lasting, and cost effective.**

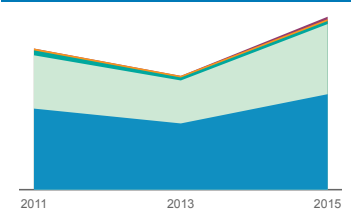
## Accountability



Maximizing resources and modernizing business processes produces **substantial cost savings** and provides for **more efficient operations.** PennDOT is committed to accountability for results and transparency of operations. Cost savings from PennDOT's modernization initiatives are increasing every year, with **\$100 million saved in 2014.**

Delivering on-time and on-budget transportation projects translates into **greater user benefits as well as getting the most out of every transportation dollar invested.** With more than 50 PennDOT Next Generation modernization teams, the culture of advancing performance continues to expand and produce results.

## Funding

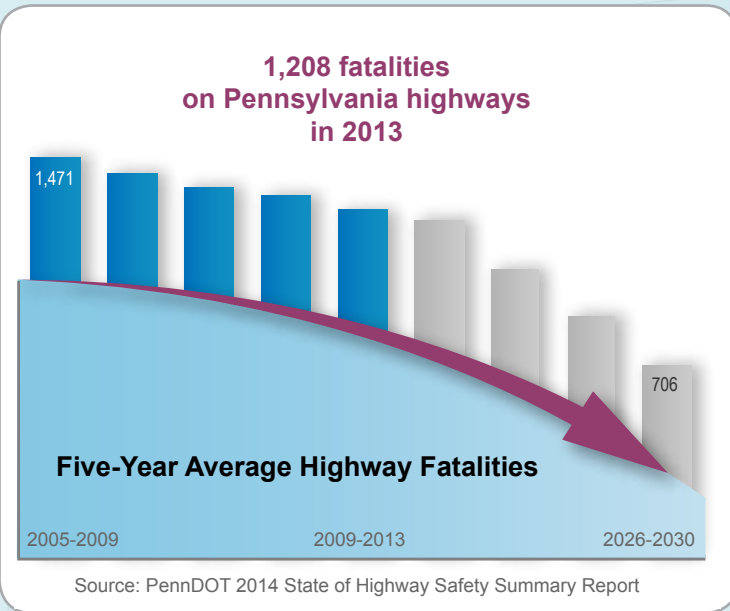


With the passage of Act 89 of 2013, Pennsylvania has the **opportunity to begin meeting its transportation needs.** Funding for the Twelve Year Program of multimodal transportation improvements, which had been declining until 2013, is now trending upward. Public transportation investment has increased dramatically between 2003 and 2014. PennDOT's expanded public-private partnerships are leveraging resources in innovative ways.

However, **uncertainties in federal funding** create doubts for the future. Focused federal funding for reconstruction of the Interstate Highway System should be an important priority for reauthorization.

# Safety

- ▶ Highway fatalities are at their lowest level since the 1920s. PennDOT is working toward zero deaths by setting aggressive goals of reducing fatalities and injuries by half over the next two decades.



## Safety Planning:

- Engineering infrastructure improvements such as high friction surfaces and cable median guide rail.
- Enforcement of traffic safety laws.
- Education aimed at improving driver behavior.
- Emergency Services plans to enhance response time, communications, and coordination.
- Fatalities in intersection crashes are the lowest in 20 years due to intersection improvements.
- Automated Red Light Enforcement (ARLE) grant funds have great impact on local road safety.

## Safety Implementation:

- Data-driven deployment of cable median guide rail reduces 60% of crossover fatalities.

A Safety Symposium was held in 2014. Seat belt laws, ignition interlocks for DUI offenders, automated speed enforcement in construction zones, and young driver safety were highlighted.

**Technology:** Automakers and the transportation industry are working together to develop new technologies that will improve transportation safety. Vehicles are now being implemented with collision warning systems, lane departure warning systems, blind spot detection, and adaptive headlights.

**Safety Legislation:** Legislative opportunities can support transportation safety. Independent studies regarding automated speed enforcement in work zones and transportation incident management have recommended legislative action to enhance and improve transportation safety.

Safety Planning  
Safety Implementation

Technology  
Safety Legislation

Smart Vehicles

Progress

Issues

Future

## Smart Vehicles:

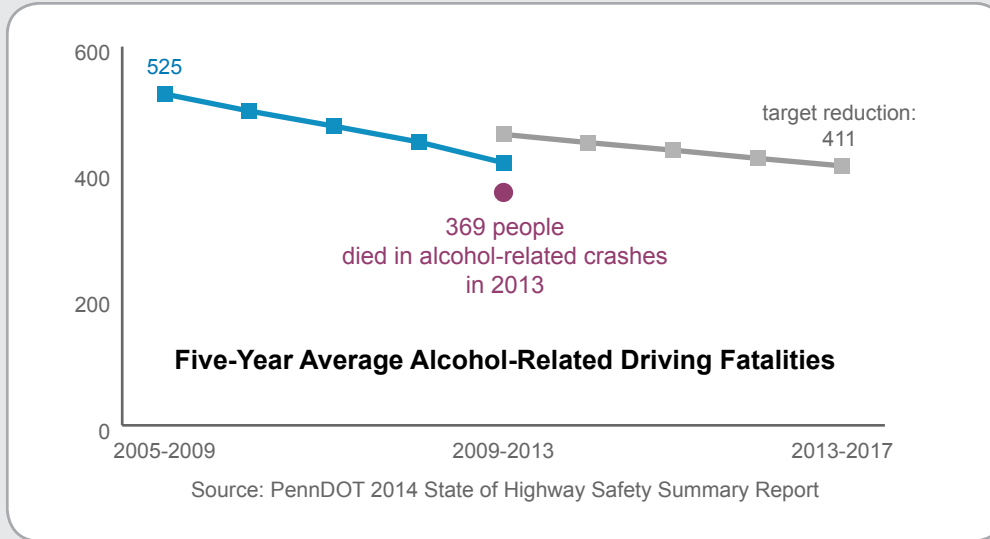
Government agencies, researchers, and the private sector are working together to advance research in the areas of connectivity, mobility, and autonomous vehicles. While the basic components

of this technology are in place, issues involving consumer acceptance and legal matters must be resolved. It is estimated these developments will provide opportunities to enhance transportation safety over the next decade.



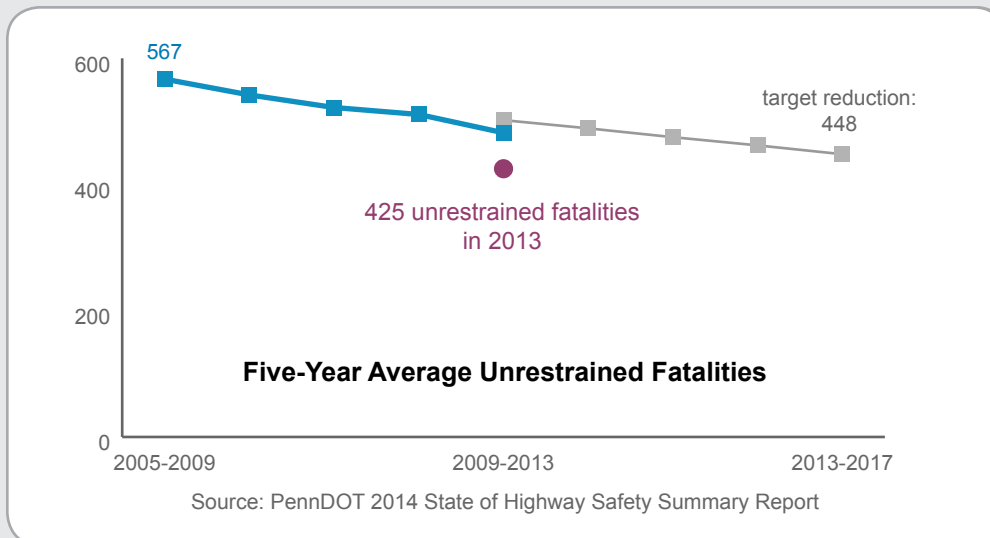
## Impaired driving remains an education and enforcement target.

- Almost 31% of fatalities are attributable to driving under the influence (DUI).
- The 369 alcohol-related fatalities in 2013 were the lowest since recordkeeping began in the 1980s. However, there could be more enforcement aimed at first-time offenders.



## Seat belts are saving lives.

- In 2013, seat belt use improved to 84% due to enforcement and education.
- Pennsylvania is one of 17 states that does not have a primary seat belt law. Nationwide, states with a primary seat belt law have a usage rate of 90%.
- If Pennsylvania were to pass a primary seat belt law, usage could rise 6.4%, which could save about 52 lives, 766 serious injuries, and \$227 million in costs each year.



**Primary seat belt laws allow law enforcement officers to ticket a driver or passenger for not wearing a seat belt—without any other traffic offense taking place.**

Source: Governors Highway Safety Association

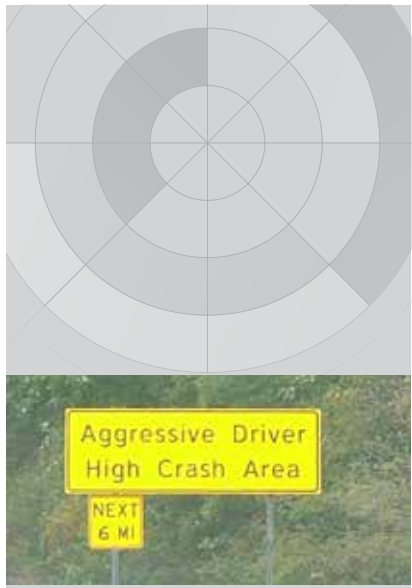
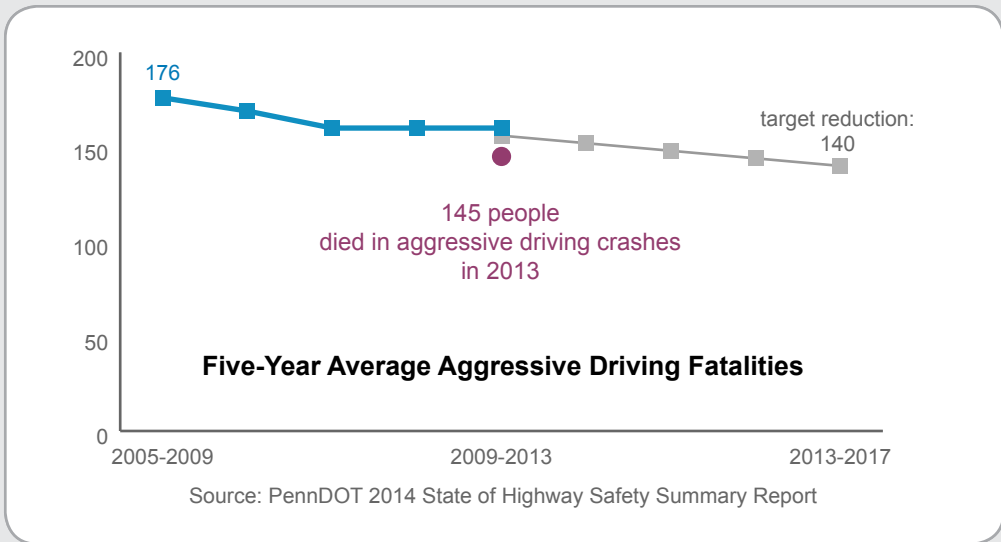
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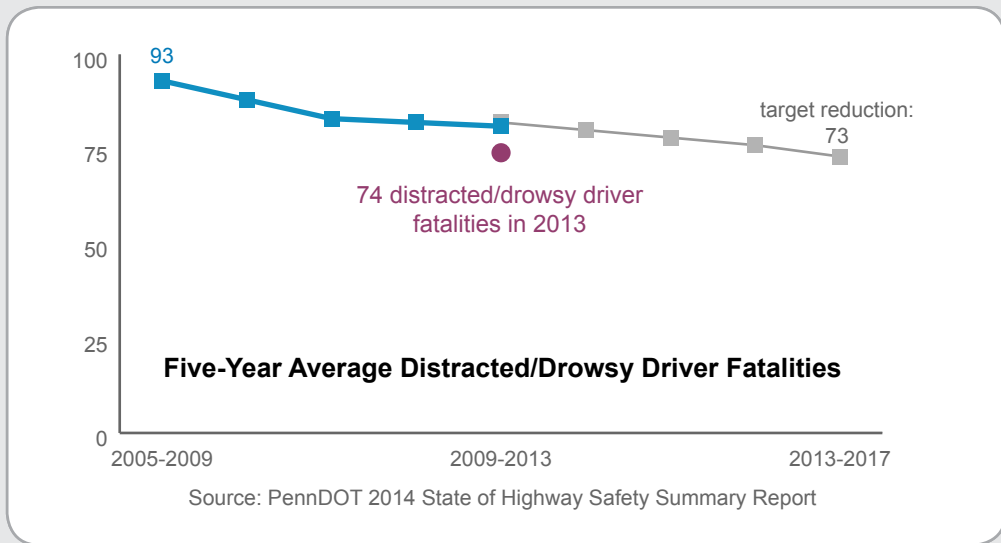
## Aggressive driving reduction remains a focus.

- Almost 12% of all 2013 fatalities involved aggressive driving.
- Participating police agencies are targeting 400 corridors where aggressive driving is likely.



## Distracted driving is trending down, but remains a critical issue.

- Distracted driving is an evolving concern due to new technology.
- Strategies include highway measures such as centerline and edge-line rumble strips, enforcing the anti-texting law, and public education.



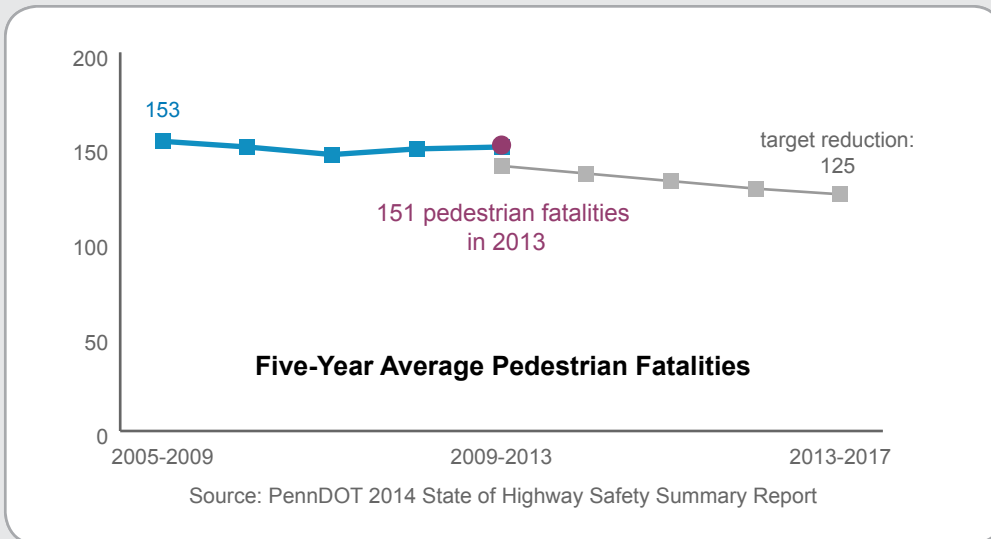
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## Pedestrian fatalities remain fairly constant with a targeted reduction.

- Low-cost enhancements include better signs and pavement markings.
- PennDOT provides “Yield to Pedestrian” signs to local municipalities.
- Philadelphia received a federal grant to improve pedestrian safety through expanded public education and enforcement initiatives.

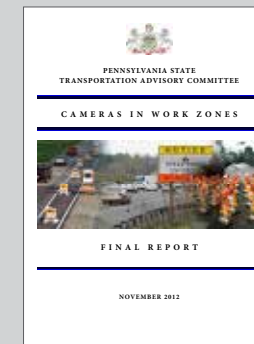


Data Source:



## Work zone crashes have increased in recent years.

- Work zone crash rates are not consistent with overall crash trends.
- The TAC report *Cameras in Work Zones* recommends automated enforcement to improve safety.
- Work zone cameras have proven to be effective in reducing speeds. Maryland and Illinois are currently using automated enforcement.



# Mobility

► Moving people and goods efficiently, affordably, and reliably is vital to Pennsylvania's economic prosperity and quality of life.



## Multimodal System:

People use all transportation modes for commuting and conducting business, pursuing education, and accessing healthcare. The demand for transporting raw materials, finished products, and packages requires a robust multimodal freight system. Through Act 89, advances are being made in the operation of all modes and intermodal connectivity.

## Sponsorship:

As part of a Public-Private Partnership agreement, State Farm sponsors roving service patrols. This service offers free motorist assistance on expressways in the Lehigh Valley, Harrisburg, Philadelphia, and Pittsburgh regions.

## Capacity:

Several strategic highway capacity enhancements are now in development. It is critical to make the best use of all modes and maximize the capacity of existing facilities.

## Freight:

Forecasts estimate that freight tonnage moving in Pennsylvania will nearly double by 2040. This could strain the capacity of multiple modes unless technology and new capacity management methods are introduced.

Multimodal System  
Sponsorship

Capacity  
Freight

Collaboration

Progress

Issues

Future

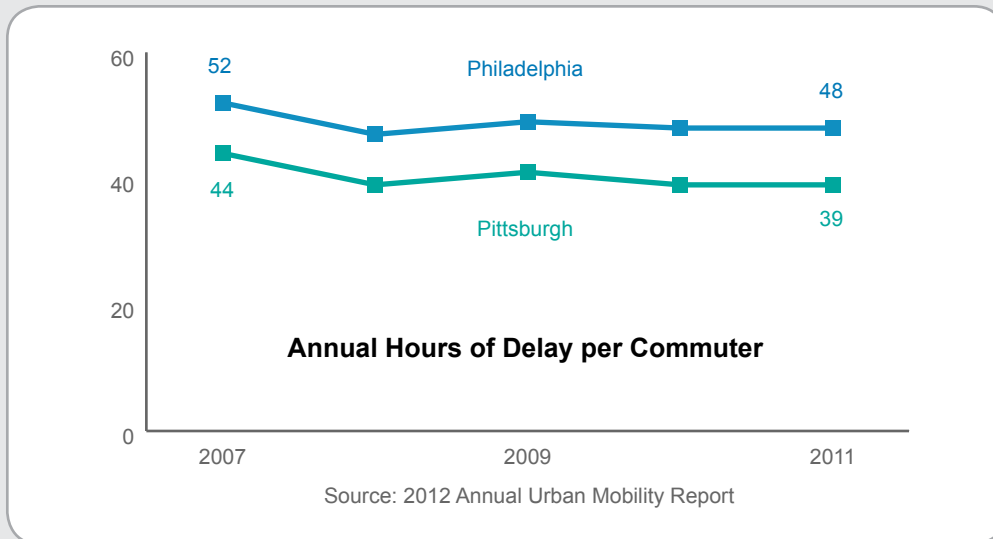
**Collaboration:** The transportation industry is working with stakeholders from various disciplines to develop programs aimed at combatting capacity and congestion issues affecting our transportation

infrastructure. The Public-Private Partnership program connects the public and private sectors of transportation. Regional transit consolidation is also being explored by PennDOT and its transit partners.



## Congestion in major urban areas has held steady in recent years.

- PennDOT is developing additional measures to manage congestion and plan for mitigation strategies.
- PennDOT is using a variety of strategies and technologies to improve congestion on expressways and major thoroughfares.

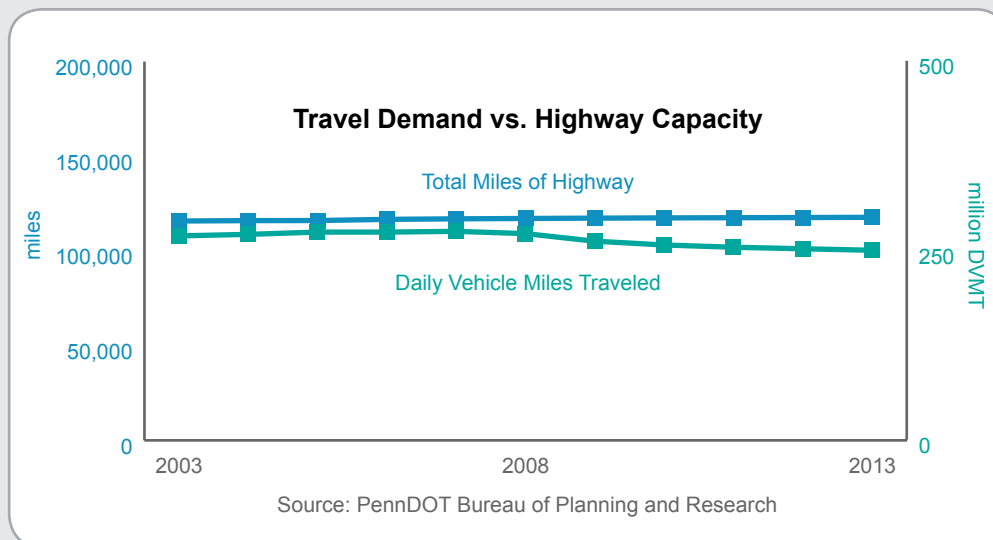


Data Source:



## Strategic improvement projects are gradually adding highway capacity.

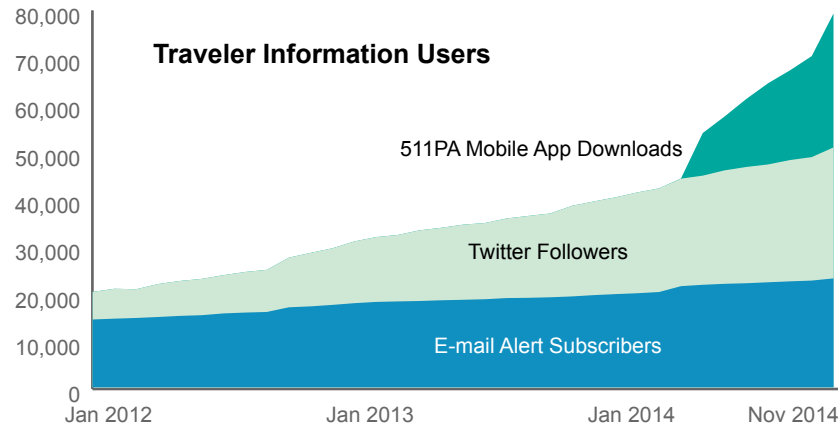
- While highway mileage remains nearly steady, total travel demand (in miles traveled) has been at reduced levels since 2008.
- Act 89 enabled the inclusion of several strategic capacity enhancement projects in the 2015 – 2026 Twelve Year Program.





## Traveler information is available through new user-friendly tools.

- Free traveler information is available through a variety of digital tools. The number of PA 511 website users increased 3½ times in 2014.
- PennDOT launched the 511 mobile application in May 2014. It offers hands-free traveler information based on the user's GPS location.
- 2.2 million people dialed 511 to receive traveler information in 2014.



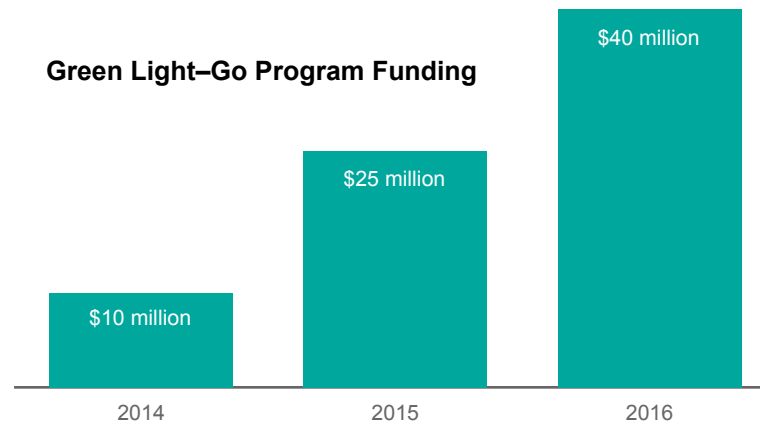
Source: PennDOT Bureau of Maintenance and Operations



## A new municipal partnership program is designed to improve safety and mobility by improving **traffic signals**.

- Improvements to traffic signal operation and efficiency are underway through a partnership between PennDOT and municipalities.
- In the first year of the Green Light-Go program, 323 traffic signals will be upgraded.

### Green Light-Go Program Funding



Source: PennDOT Bureau of Maintenance and Operations

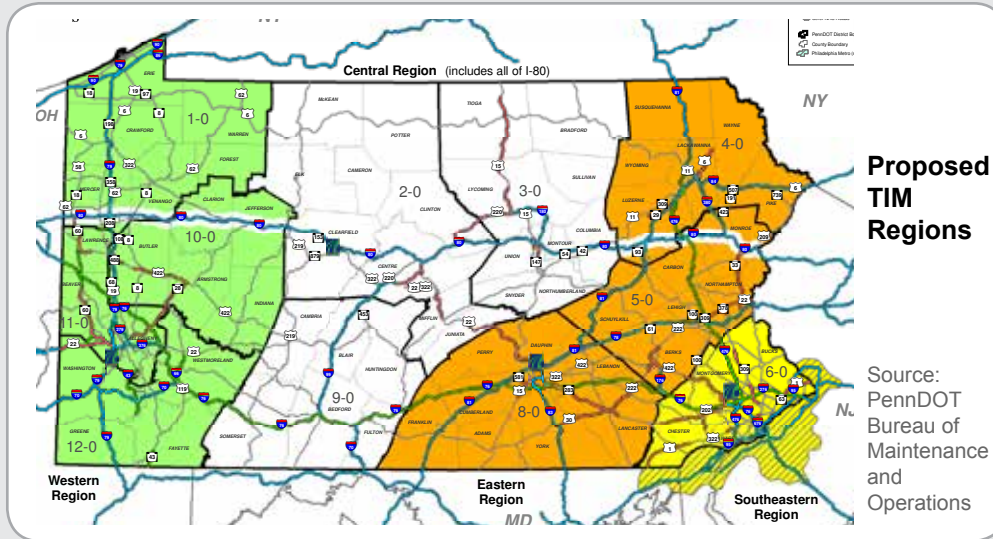


In the first year of the Green Light-Go program, 323 traffic signals will be upgraded.



## Traffic Incident Management (TIM) is improving through strategic coordination and technology.

- PennDOT is focusing on improving response to traffic incidents by realigning TIM regions, completing a new Regional Traffic Management Center in Clearfield, and planning to locate the Statewide Traffic Management Center in PEMA's new facility.
- Along with the Traffic Operations Center at the Pennsylvania Turnpike Commission, TMCs are used to continuously monitor traffic conditions of all major Pennsylvania roadways.



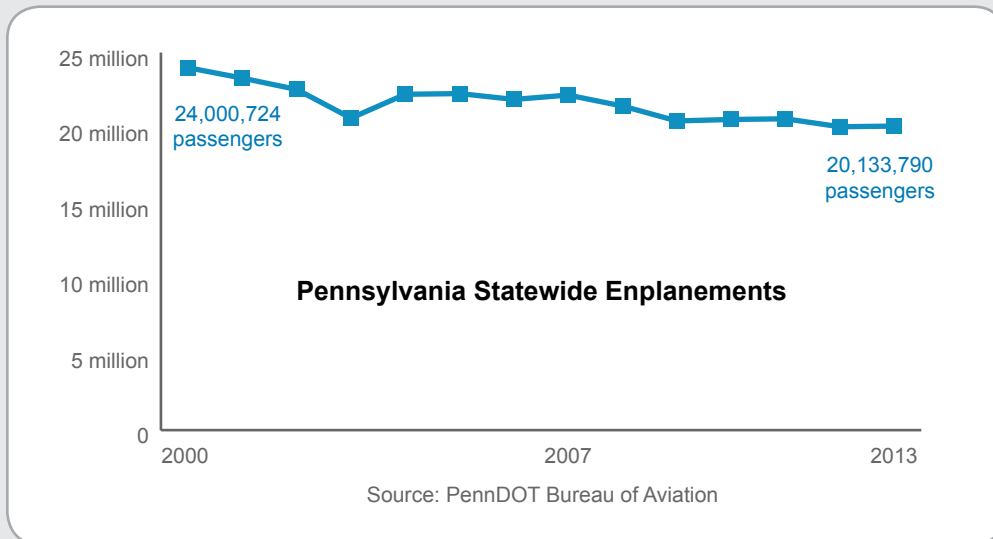
### Traffic Incident Management Acronyms

- RTMC – Regional Traffic Management Center
- TMC – Traffic Management Center
- STMC – Statewide Traffic Management Center
- TOC – Traffic Operations Center
- PEMA – Pennsylvania Emergency Management Agency



## Airport enplanements remain strong.

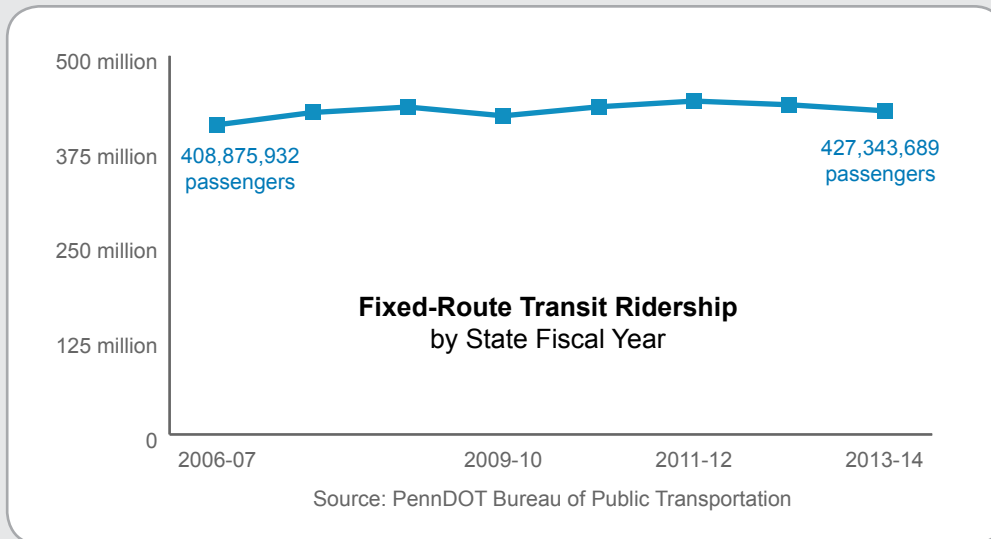
- PennDOT administers state and federal funding for airport improvements.
- To remain competitive and attract jobs, Pennsylvania eliminated the 6% sales tax on aircraft parts and maintenance.
- Each year, 6.5 million visitors arrive in Pennsylvania via commercial airports, generating economic activity.





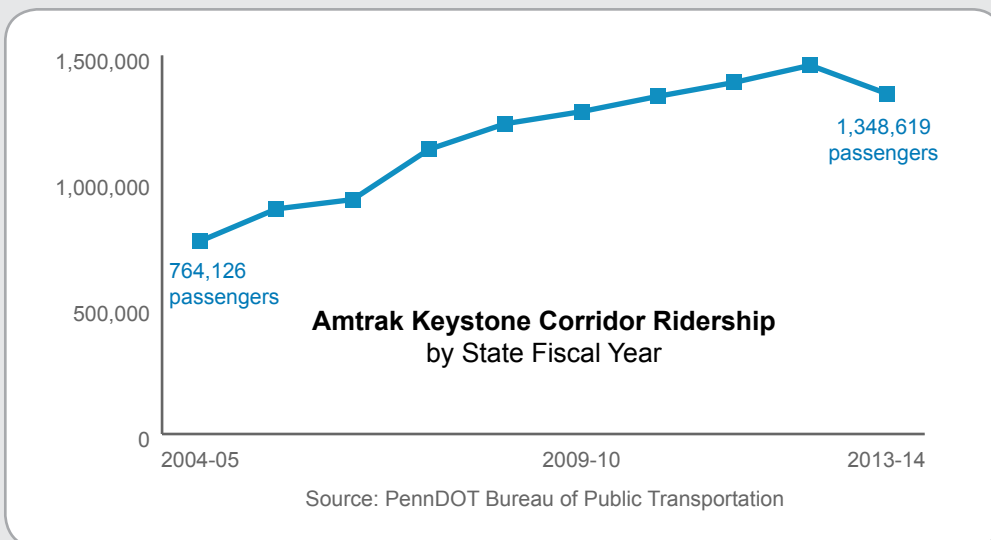
## Public transportation ridership remained strong over the past decade.

- Ridership is trending upward but has been impacted by severe weather and service reductions implemented prior to the passage of Act 89.
- Transit customers will experience service improvements and fewer fare hikes with the additional funds provided through Act 89.
- The opportunity continues for transit system consolidations to reduce costs.



## Amtrak Keystone Corridor ridership has grown substantially since Fiscal Year 2004-05.

- Infrastructure improvements on the Keystone Corridor between Harrisburg and Philadelphia make train travel an appealing alternative to driving.
- PennDOT and Amtrak are collaborating with communities along the corridor to integrate station improvements with local revitalization and economic development.

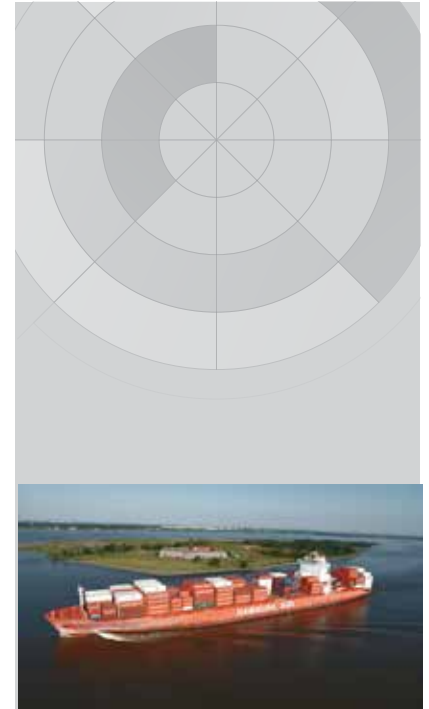
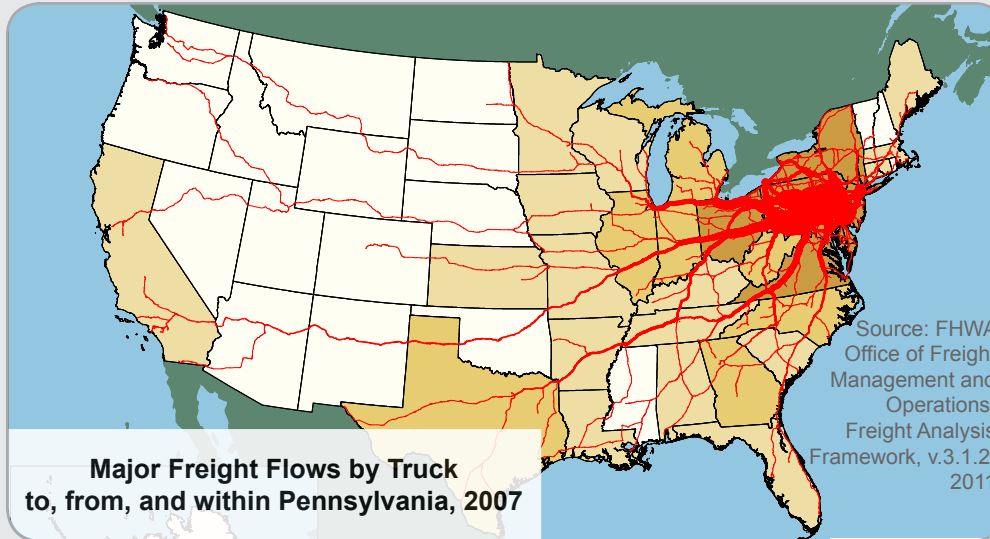


The Keystone Corridor accommodates higher-speed rail with train speeds reaching 110 mph.



## Freight movement: Companies depend on an integrated, agile, and efficient freight network.

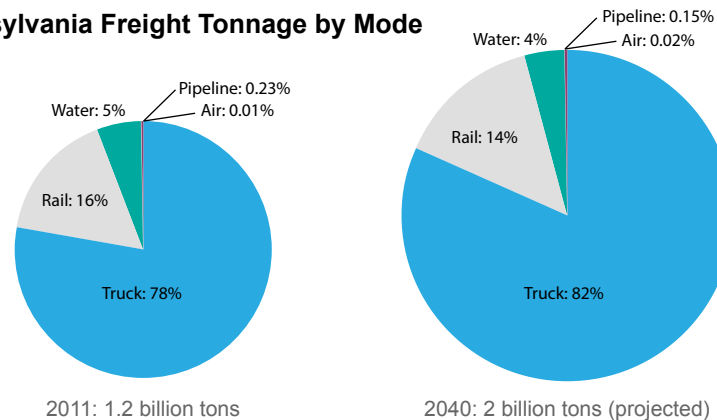
- Pennsylvania moves 7% of the nation's goods (by weight in tons).
- Pennsylvania moves 9% of the nation's goods (by value in dollars).
- PennPORTS coordinates statewide port policy and works with Pennsylvania ports to maximize their operations for the benefit of the state's economy.



## Freight demand is estimated to grow by 66% by 2040.

- Pennsylvania's multimodal transportation system moved 1.2 billion tons of goods in 2011, valued at more than \$1.6 trillion. This is projected to grow to 2 billion tons by 2040.
- By 2040, tonnage of goods moved in Pennsylvania is expected to increase by 74% for truck freight and 45% for rail freight.
- Air freight is often low volume but high value, making airports an important component of the freight system.

### Pennsylvania Freight Tonnage by Mode



Source: PA On Track: Pennsylvania's Long-Range Transportation & Comprehensive Freight Movement Plan



# Preservation and Renewal

▶ Act 89 brings unprecedented transportation investment.



**Rapid Bridge Replacement Project:** Pennsylvania bridges are getting a boost from the Rapid Bridge Replacement Project, a Public-Private Partnership (P3) to replace 558 deficient bridges. Construction will begin by Summer 2015 with replacements completed within 36 months. The P3 team is responsible for maintaining the bridges for 25 years after replacement. The accelerated pace of construction will minimize

inconvenience for the traveling public. The project will save money through economies of scale, and it will relieve PennDOT from maintenance costs for these structures for 25 years.

**Public Transportation:** Act 89 provides public transportation with a significant increase in funding that helps transit systems to plan for and achieve a state of good repair.

**Number of Deficient Bridges:** Significant progress is being made reducing the number of structurally deficient bridges in Pennsylvania. Act 89 funding will enable this progress to continue through the Rapid Bridge Replacement Project and an expanded Bridge Rehabilitation and Replacement Program.

**Pavement Conditions:** Pennsylvania pavements are getting renewed attention and are smoother, on average. However, portions of the system such as the Interstates have exceeded their life expectancy and are in need of complete reconstruction. The cost of doing so must be addressed over time and the federal government needs to provide additional resources to this national system.

Rapid Bridge Replacement  
Public Transportation

Number of Deficient Bridges  
Pavement Conditions

New Materials  
Bundling Local Bridge  
Projects

**New Materials:** Advanced materials and construction methods will improve infrastructure sustainability and durability. As an example, PennDOT is implementing Long-Life Concrete Pavement

specifications that are anticipated to considerably extend service life.

**Bundling Local Bridge Projects:** Bundling local bridge projects results in rapid delivery and cost savings through economies of scale.

Progress

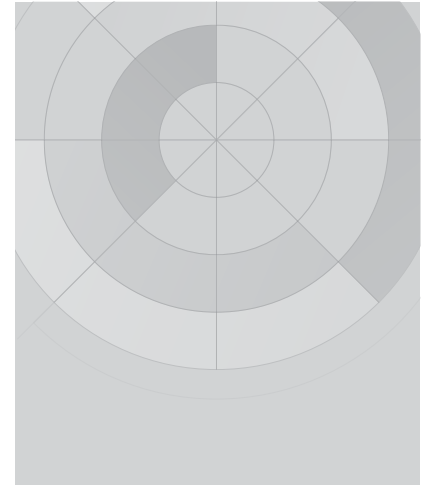
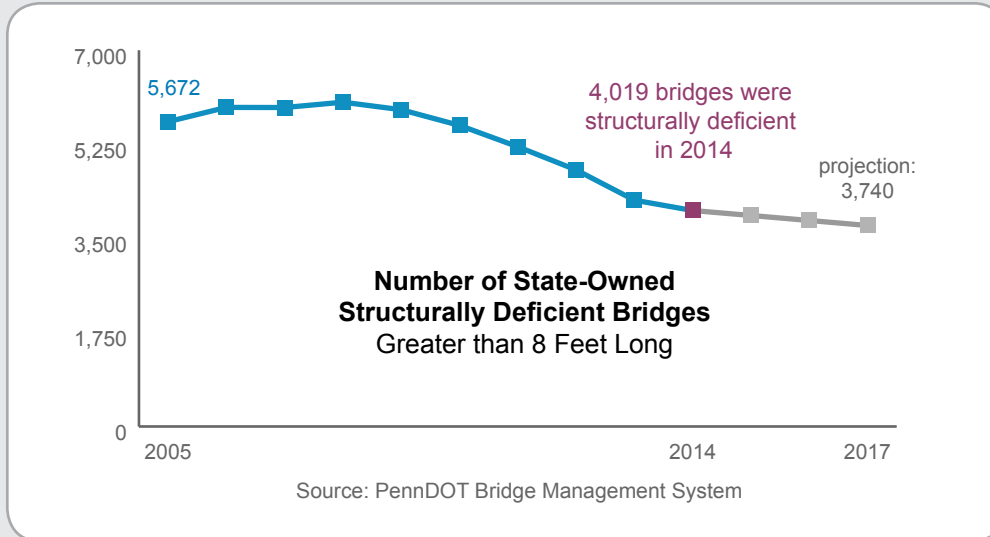
Issues

Future



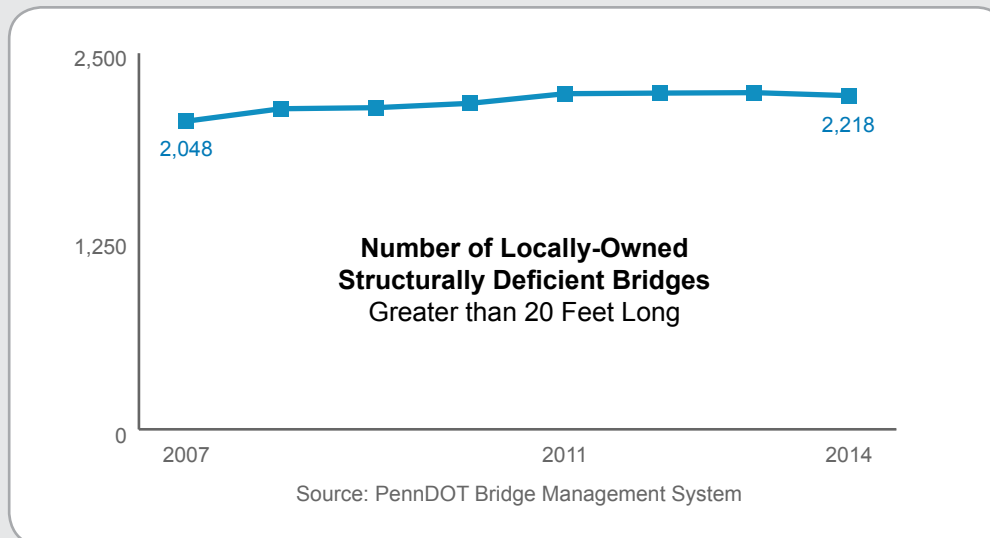
## PennDOT is making significant progress reducing structurally deficient (SD) **state-owned bridges**.

- The number of SD bridges has decreased from 6,034 in 2008 to 4,019 in 2014. However, 16% of state-maintained bridges are still structurally deficient.
- The average age of a bridge in Pennsylvania is 50 years old.



## Deficiencies on **locally-owned bridges** remain high.

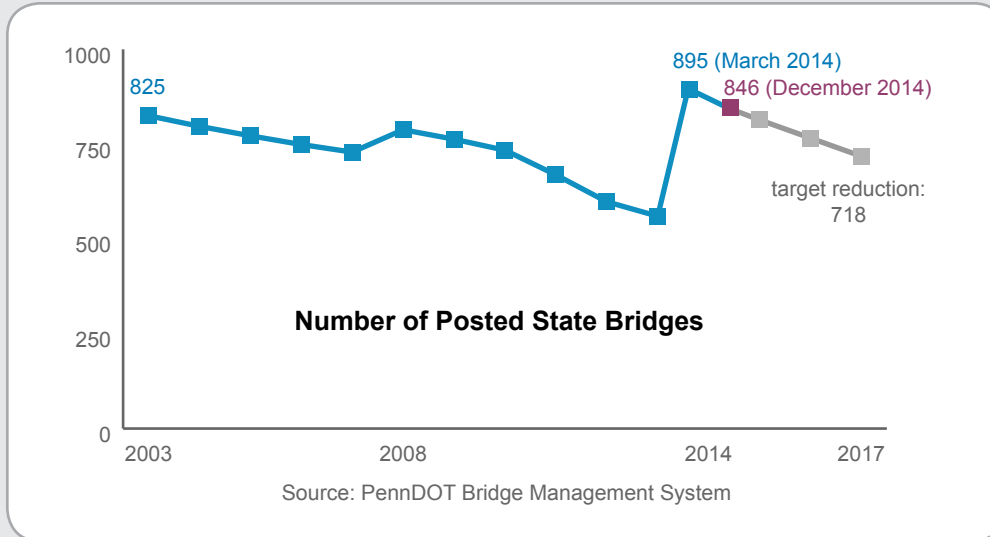
- 35% of local bridges are structurally deficient.
- The Local Bridge Bundling program is being expanded to additional regions.





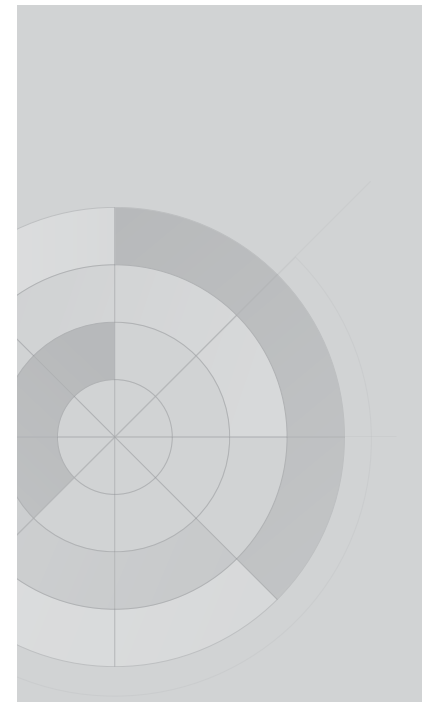
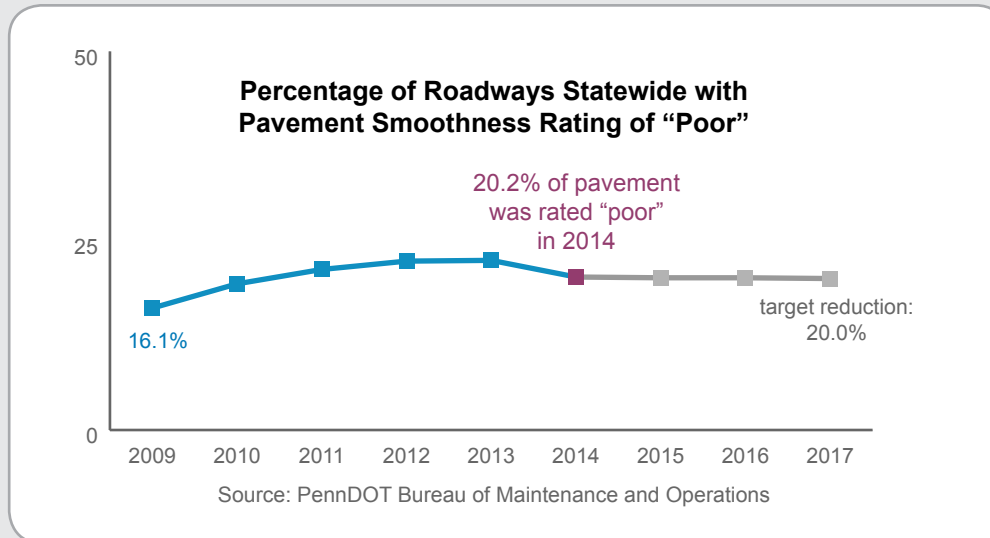
After spiking in 2014, the number of **weight-restricted bridges** is being reduced through new funding for bridge rehabilitation.

- A more stringent bridge posting procedure was implemented in 2013 to ensure bridge safety and preserve aging bridges. This change increased the number of posted bridges.
- New investment is being directed to rehabilitate or replace posted bridges, which will reduce the number of weight-restricted structures.



**Pavement condition** improved over the past year.

- The percentage of pavements rated “poor” decreased in 2014 after several years of increases.
- 8,821 miles of road have pavement rated as “poor” and are in need of rehabilitation or reconstruction.
- 50% of Interstate highways have exceeded their design life and should be reconstructed. This is costly and will require federal support.



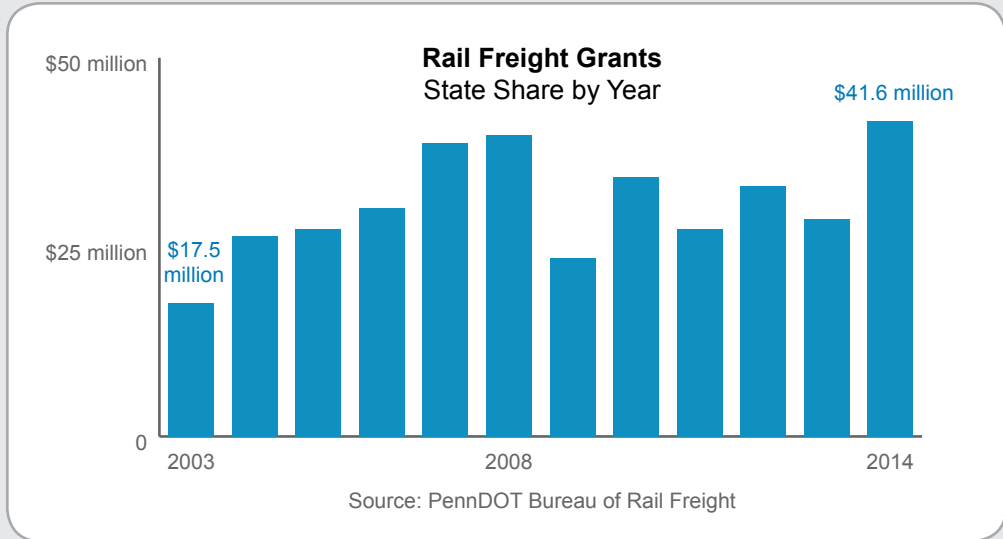
**50% of Interstate highways need to be reconstructed.**





## Predictable funding is now available to invest in **rail freight infrastructure.**

- Grants are provided through the Rail Transportation Assistance Program, a capital bond-funded program, and the Rail Freight Assistance Program, funded through the Multimodal Fund.
- Act 89's Multimodal Fund provides reliable funding for the Rail Freight Assistance Program.
- Approximately \$1 million per year from the Marcellus Shale Impact Fees is invested in rail projects.

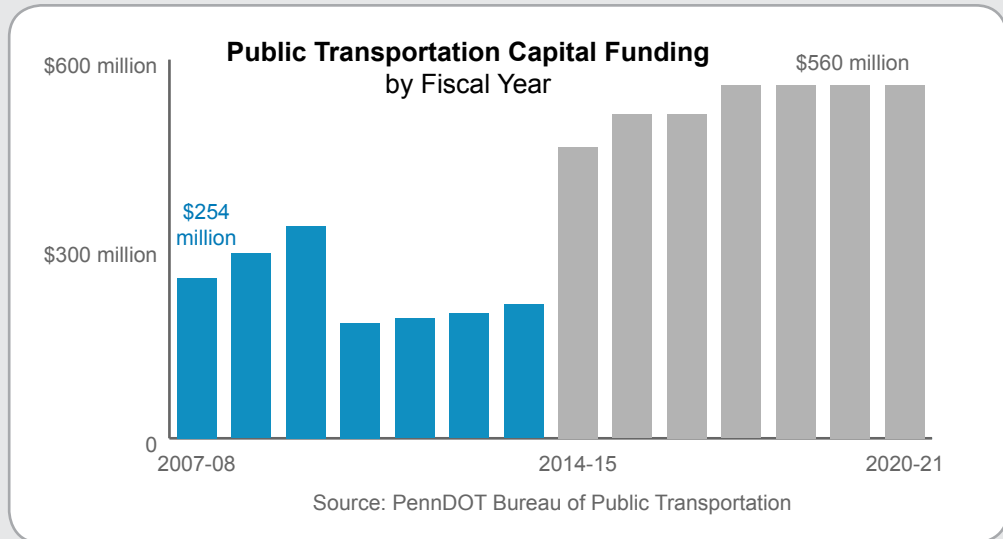


Grants were provided to 39 rail freight improvement projects in 2014. The investment will help sustain nearly 34,000 Pennsylvania jobs.



## Increased, predictable funding is available for **transit infrastructure.**

- Act 89 provided public transportation with a significant increase in capital funding that helps transit systems plan for and address state-of-good-repair issues and implement technology improvements.
- An Asset Inventory and Planning Tool is being developed to assist transit agencies in reporting and planning for capital assets.



# Accountability

► Transportation agencies are maximizing resources and modernizing business processes.

**\$20 million**  
in new estimated savings identified in 2014.

**50** project teams reviewed, approved, and implemented new policies, processes, procedures, and programs.

**75%** of employee ideas for improvements submitted via "IdeaLink" are considered implementable.

**30** state agencies are participating in "Mapping the Future," an initiative to promote collaboration, streamline operations, and share resources.

Source: PennDOT Bureau of Innovations

## Next Generation:

PennDOT's Next Generation (PNG) initiative provides a fresh review of policies, processes, procedures, and programs to improve functions, create new efficiencies, refresh and advance business practices and technology, and create a culture of continuous improvement.

## STIC:

The State Transportation Innovation Council (STIC) is a cross section of transportation stakeholders who come together to forge an environment of innovation, imagination, and ingenuity. STIC pursues specific initiatives and rapid implementation to deliver a modern, high-quality transportation system.

## Changing Technology:

Technology is changing rapidly. Breakthroughs in autonomous vehicles and related technologies will change the way transportation products and services are provided.

Progress

Next Generation  
STIC

Issues

Changing Technology

Future

Modernization  
Cost Savings

## Modernization:

PennDOT must continue to provide leadership and collaboration to its partners in continuing to modernize transportation products and services.

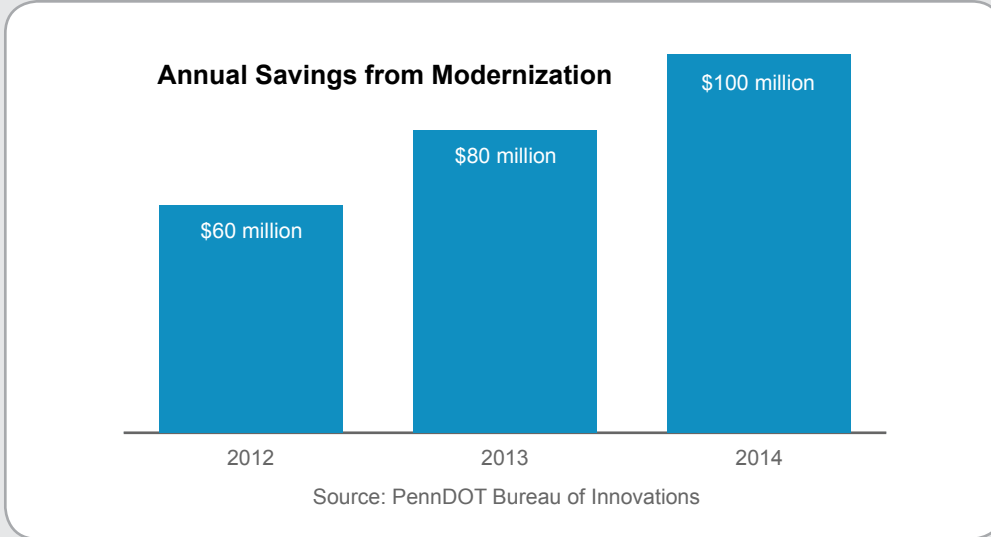
## Cost Savings:

Transportation agencies must continue to find cost savings opportunities and efficiencies over the next decade.



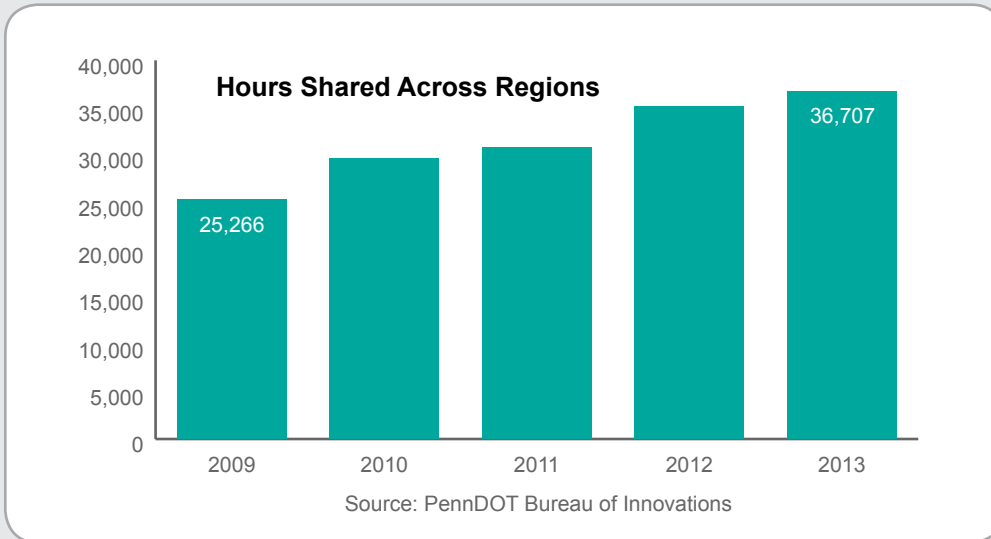
## Next Generation is saving dollars to reinvest in the transportation system.

- PennDOT eliminated nearly 60 redundant engineering reviews to save more than \$8 million over the next 10 years.
- PennDOT Driver License Examiners now use iPads to administer the driver skills test, eliminating redundant system entry and reducing transaction time by 20 to 30 minutes.
- The *Pennsylvania Driver's Manual* was updated in cooperation with State Farm and Sheetz, saving printing costs.



## Resource sharing saves money and improves transportation operations and customer service.

- PennDOT is better balancing human resources needs with distribution of work duties by geographic area. Allowing employees to cross county and PennDOT District boundaries results in significant cost savings and efficiencies.
- PennDOT is also sharing resources with other agencies, such as co-locating with the Pennsylvania Turnpike Commission at its Donegal maintenance site rather than maintaining separate facilities.

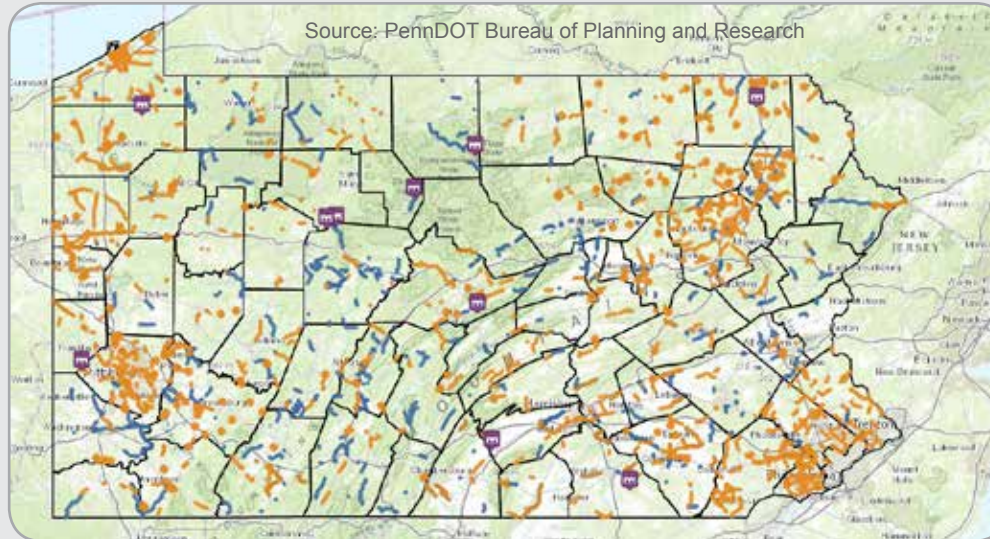


The Turnpike Commission and PennDOT are exchanging services in the Dupont, Wyoming Valley area. PennDOT is providing the Turnpike with the use of a salt storage building and in return the Turnpike is supplying PennDOT with salt brine.



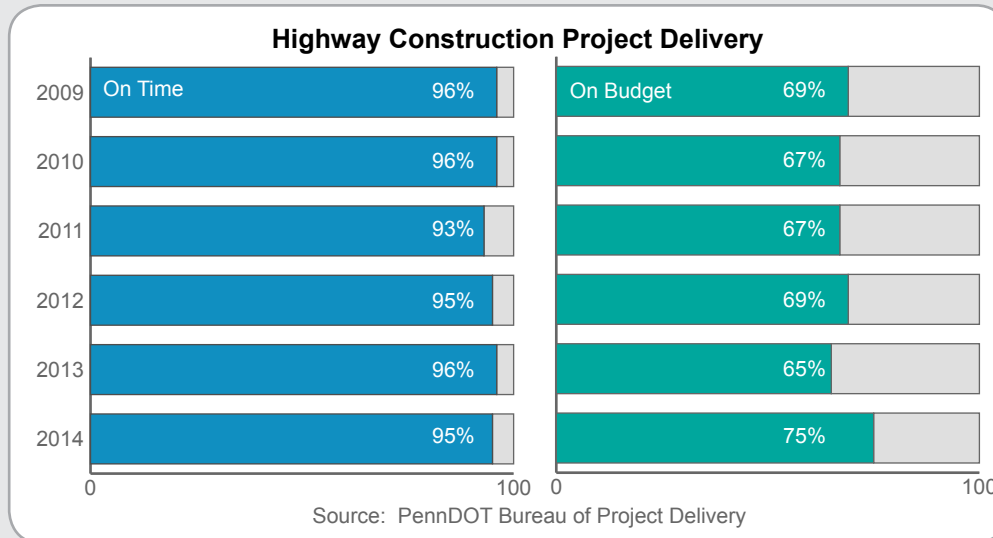
## Innovation is growing through the leadership of the State Transportation Innovation Council.

- The map displays innovations or new techniques promoted by the State Transportation Innovation Council (STIC) and implemented across the state.
- For example, Safety Edge is a 30-degree angle at the outside edge of roadway pavement. Compared to the vertical drop-off of a traditional edge, Safety Edge is more durable and enables vehicles to return to the roadway more safely.



## PennDOT emphasizes accountability for on-time and on-budget project delivery.

- Project delivery is a combined effort of PennDOT staff, consultants, and contractors.

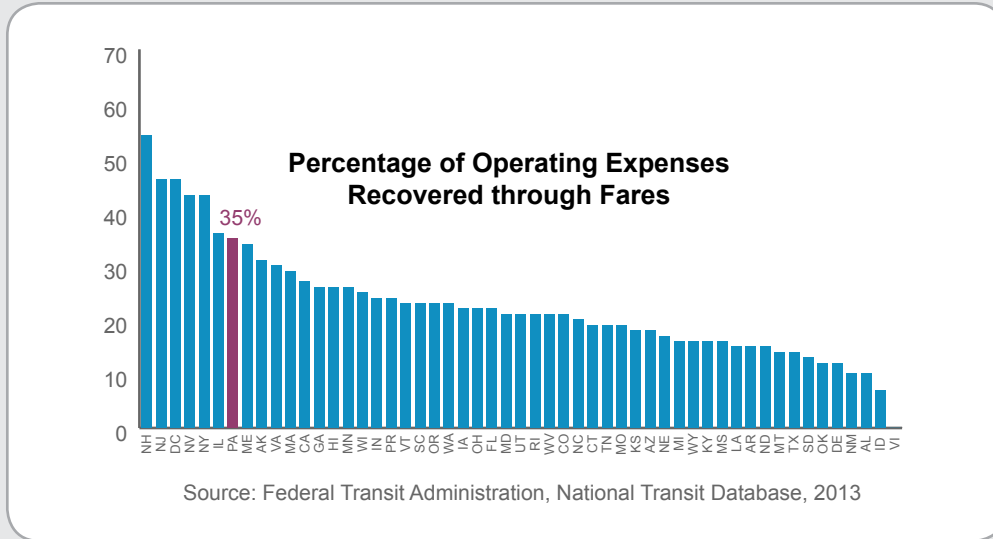


**High Friction Surface Treatments (HFST) are a low-cost safety improvement proven to reduce crashes on wet pavements and curves. Since HFST was installed at a location on Route 611 in Northampton County, wet pavement-related crashes have dropped from 22 (in the 10 years prior to the treatment) to zero (over the 5 years it has been installed).**



**Transit Performance:** Pennsylvania's transit operators recover 35% of their operating expenses through the farebox.

- Act 89 requires every transit system to have a policy for how the agency adjusts fares to account for inflation.
- Performance reviews of transit providers are conducted on a five-year cycle. The assessment makes transit agencies aware of improvement opportunities and identifies best practices.

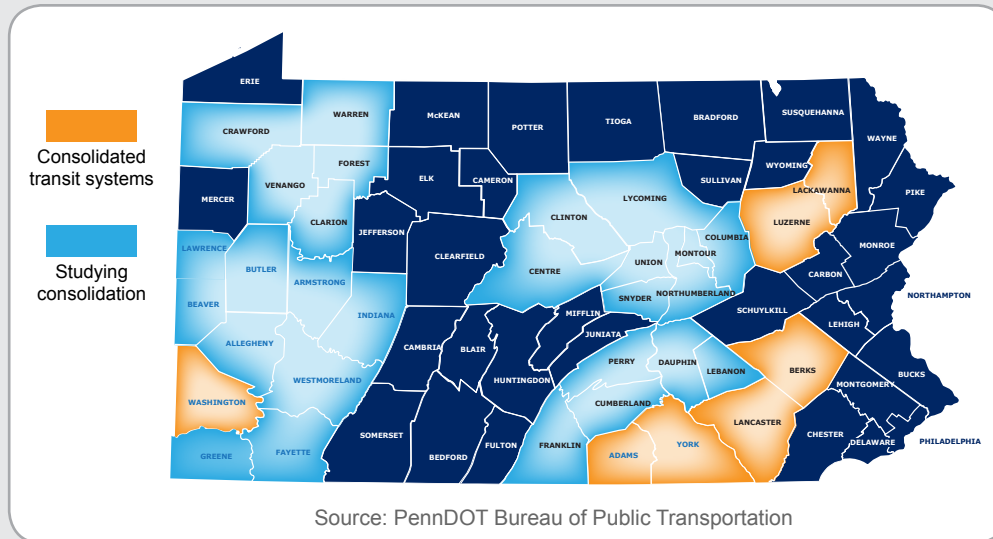


Bus fares and other transit ticket sales only cover a portion of the cost to provide transit service. This ratio (known as farebox recovery) is better in Pennsylvania than in most other states.



**Transit Modernization:** Counties and transit systems are exploring regionalization.

- The merger of the Berks Area Regional Transit Authority (BARTA) and the Red Rose Transit Authority (RRTA) in Lancaster is the largest consolidation to date.
- Consolidating single-county transit systems into multi-county agencies can result in streamlined administration, economies of scale in procurement, and overall cost savings. This can reduce the local match and enhance public transportation.



The BARTA and RRTA consolidation will save the counties \$4.7 million over five years.

# Funding

▶ With the passage of Act 89, Pennsylvania is on track to implement necessary improvements.

## Act 89 Additional Annual Investment

Transportation Asset	2014	By Year 5
State Roads and Bridges	\$800 million	\$1.3 billion
Public Transportation	\$207 million	\$480 - \$495 million
Local Roads and Bridges	\$37 million	\$237 million
PA Turnpike Expansion Projects	\$27 million	\$86 million
Multimodal Fund	\$60 million	\$144 million
Dirt/Gravel/ Low-Volume Roads	\$15 million	\$30 million
<b>Total</b>	<b>\$1.1 billion</b>	<b>\$2.3 - \$2.4 billion</b>

### Act 89:

The General Assembly adopted Act 89 in November 2013. This historic legislation established predictable funding for all transportation modes. Implementation of this act is phased over a five-year period.

### Multimodal Fund:

Act 89 established a Multimodal Fund providing grants for all modes of transportation.

### Federal Funding:

The uncertainty of federal funding for transportation threatens to undermine the tremendous gains of Pennsylvania's new funding program. This is particularly true with respect to the Interstate System, which has traditionally been a federal responsibility.

## Act 89 Multimodal Fund

## Federal Funding

## Pennsylvania Economy Local Roads and Bridges

### Pennsylvania Economy:

By the fifth year of Act 89 implementation, the additional investment is projected to create

approximately 50,000 new jobs and preserve 12,000 jobs. Pennsylvania's economy is highly dependent on an efficient transportation system.

### Local Roads and Bridges:

Local governments will benefit from Act 89. Full

implementation will provide an additional \$237 million in liquid fuels funds. In addition, there will be \$40 million in annual grants to improve traffic signals, a \$35 million dirt and gravel roads program, and up to 100% savings for municipalities that participate in local bridge bundling.

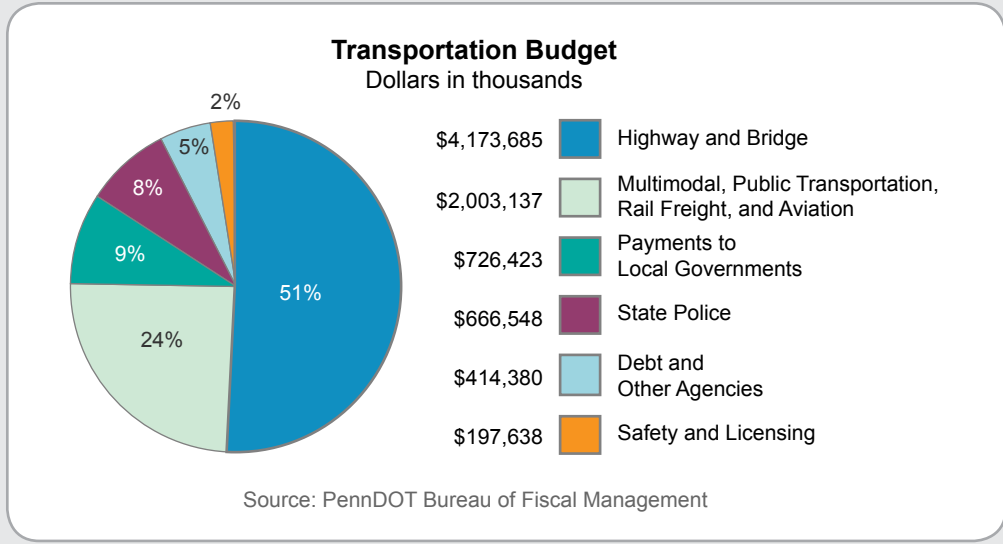
Progress

Issues

Future

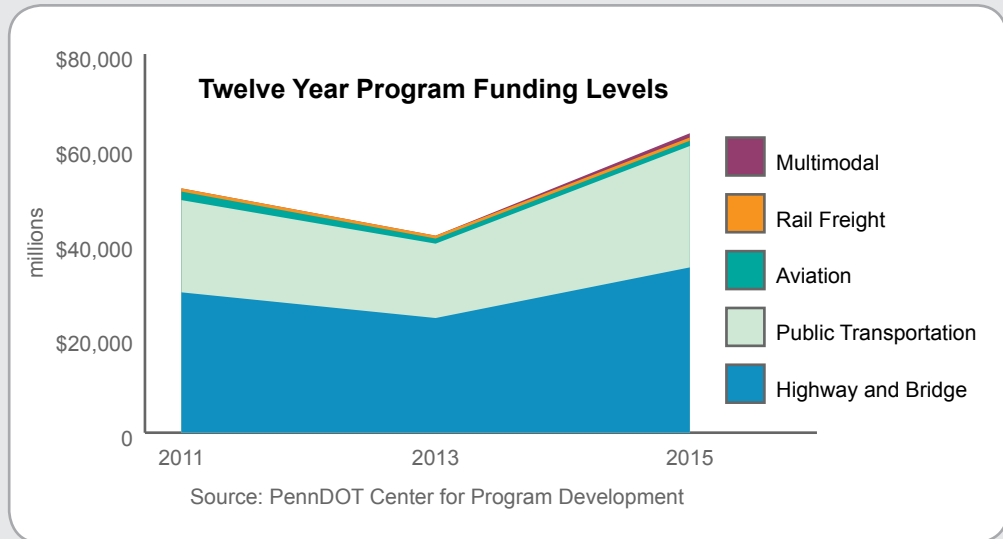
## The state **transportation budget** totals \$8.1 billion for Fiscal Year 2014-15.

- Approximately half of the transportation budget is dedicated to state highways and bridges.
- Federal funds provide 25% of the budget; the remainder is from Commonwealth sources.

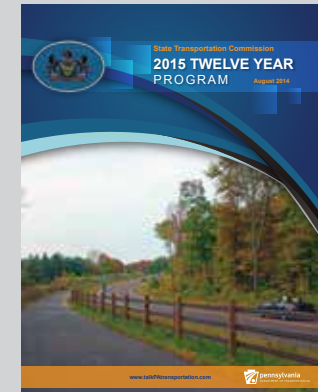


## The **Twelve Year Transportation Program** is expanding for all modes.

- Highway and bridge as well as public transportation funding is being expanded through Act 89.
- Pennsylvania's Twelve Year Program is funded by a combination of federal and state funds. The federal portion is uncertain due to the Spring 2015 expiration of the federal transportation legislation.

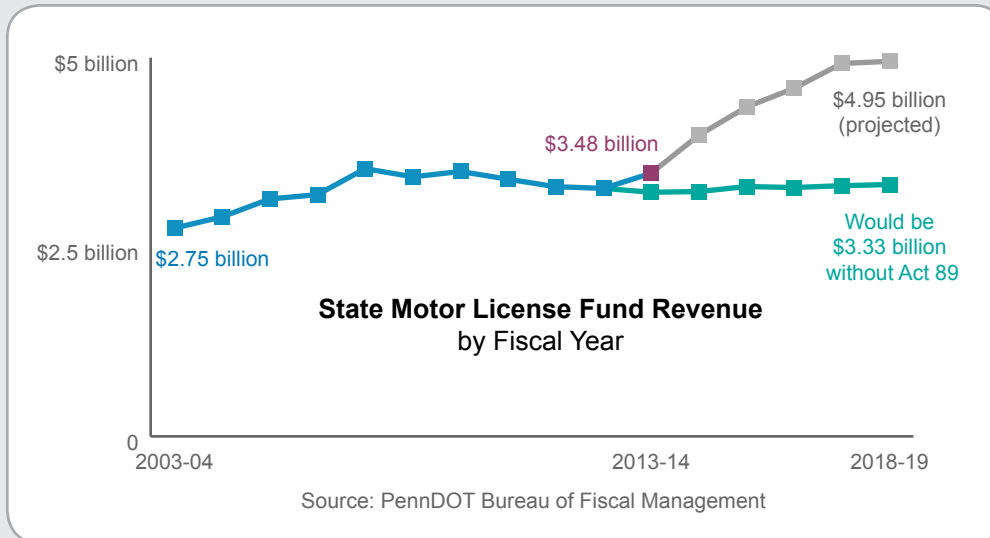


The State Transportation Commission successfully modernized Twelve Year Program development cycles.



## Act 89 stabilized the **State Motor License Fund**.

- The largest source within the Motor License Fund (MLF) is the fuel tax. The balance of the fund had been declining due to inflationary pressures pushing construction project costs higher, lower demand for fuel, and more fuel-efficient vehicles.



## Act 89 established a new **Multimodal Fund**, which:

- Stabilizes funding for ports and rail freight.
- Increases funding for aviation.
- Establishes a dedicated funding source for bicycle and pedestrian projects.
- Includes a discretionary fund for priority transportation investments.

Multimodal Fund	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Aviation	\$ 5 million	\$ 6 million	\$ 6 million	\$ 6 million
Rail Freight	\$8 million	\$10 million	\$10 million	\$10 million
Passenger Rail	\$6 million	\$8 million	\$8 million	\$8 million
Ports and Waterways	\$8 million	\$10 million	\$10 million	\$10 million
Bicycle and Pedestrian	\$2 million	\$2 million	\$2 million	\$2 million
PennDOT Discretionary	\$0	\$20 million	\$40 million	\$40 million
Commonwealth Financing Authority Discretionary	\$0	\$40 million	\$85 million	\$85 million
<b>Total Projected Funds</b>	<b>\$29 million</b>	<b>\$96 million</b>	<b>\$161 million</b>	<b>\$161 million</b>

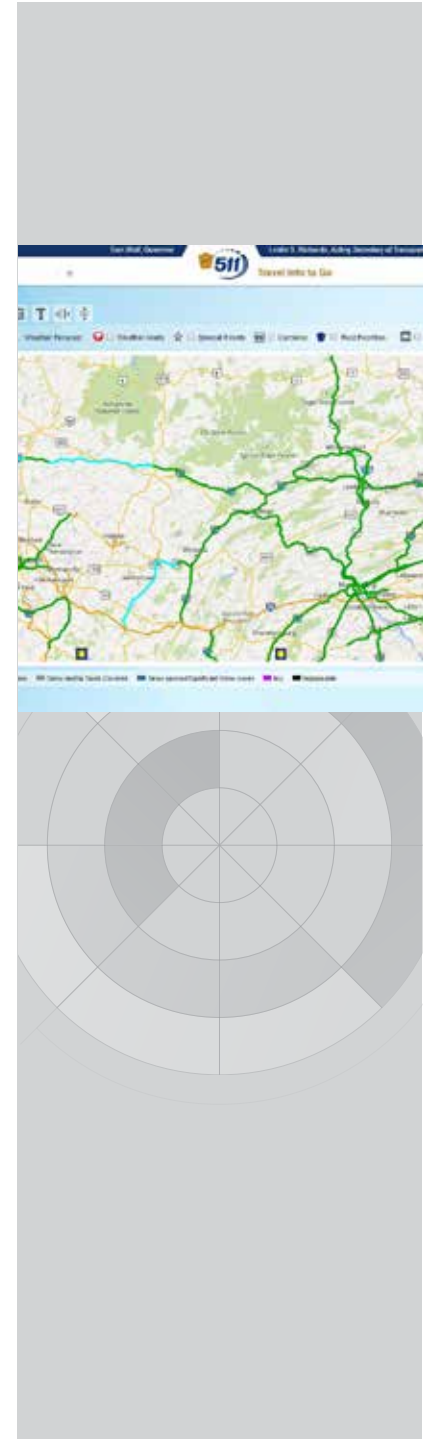
Source: PennDOT Bureau of Fiscal Management



**Public-private partnerships (P3)** allow PennDOT to collaborate with the private sector to positively impact projects and services.

- The Public-Private Partnership Act (Act 98 of 2012) authorizes PennDOT to enter into agreements with the private sector to participate in the delivery, maintenance, and financing of transportation-related projects.
- PennDOT has pursued strategic opportunities to partner with the private sector to cost-effectively advance statewide goals. Four examples are highlighted.

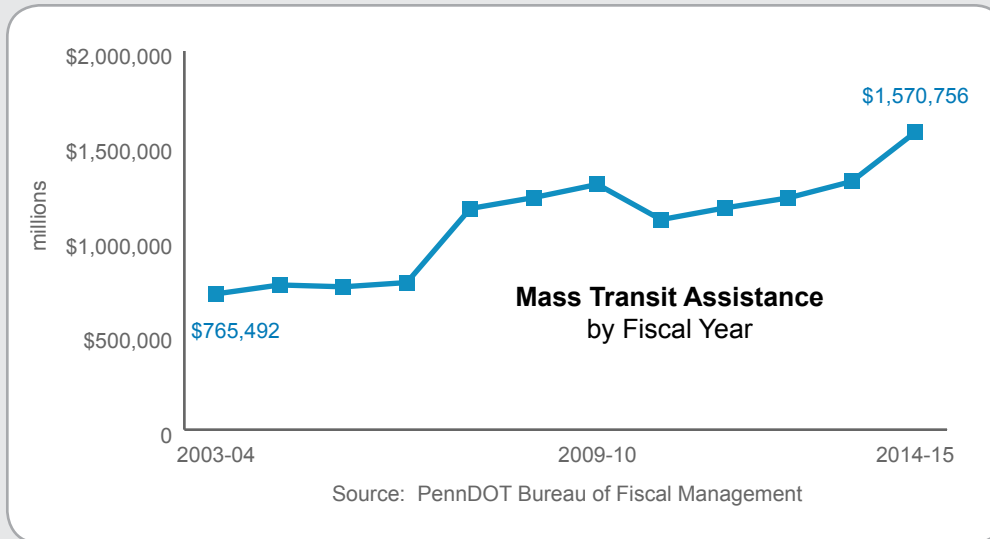
<p><b>Rapid Bridge Replacement Project</b></p>	<p><b>511 PA Traffic and Traveler Information Project</b></p>
<p>This P3 project will accelerate replacement of 558 structurally deficient bridges. The Plenary Walsh Keystone Partners must begin construction by Summer 2015 and complete replacements by August 31, 2018. The private entity is responsible for maintaining each bridge for 25 years after replacement. This project maximizes efficiencies and economies of scale. It aids in maintaining system connectivity and mobility for commerce.</p>	<p>Information Logistics, Inc., was selected to develop, operate, and maintain the next generation 511 system for PennDOT. This led to the release of a mobile application which provides functionality and safety benefits, including traffic flow maps and hands-free, eyes-free notification for smart phone users. PennDOT savings are estimated at \$1.2 million for the first year of operation and \$1.5 million annually thereafter.</p>
<p><b>State Farm Freeway and Service Patrol</b></p>	<p><b>Compressed Natural Gas (CNG) Infrastructure for Transit</b></p>
<p>State Farm is sponsoring roving safety patrols offering free motorist assistance on expressways in the Philadelphia, Pittsburgh, Harrisburg, and Lehigh Valley areas. This sponsorship offsets nearly 11% of the annual cost to operate the service.</p>	<p>This P3 project will bring CNG fueling infrastructure to transit agencies across the Commonwealth as they transition from diesel fleets to natural gas buses and vehicles. This also benefits the vendor, which will be able to sell CNG more broadly to the public and other private fleets.</p>



Source: PennDOT Public Private Partnerships Office

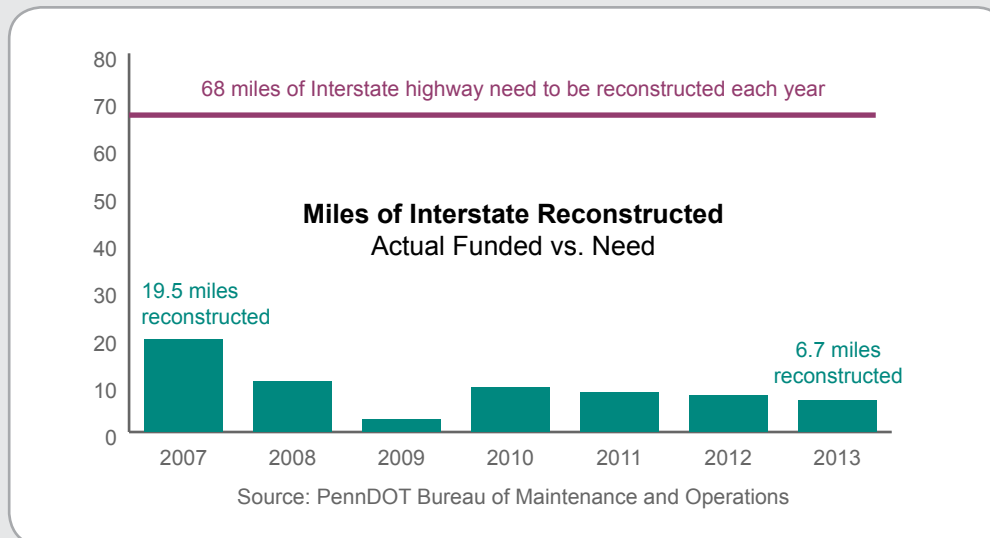
## Pennsylvania's Mass Transit Assistance steadily grows.

- Mass Transit Assistance has more than doubled since Fiscal Year 2003-04.
- Stable funding prevents crippling service cuts and ensures that the vital needs of those depending on transit are met.
- Predictable funding allows transit agencies to plan for future investments in stations, maintenance facilities, and fleet upgrades.



## Federal Interstate funding is inadequate.

- Pennsylvania's Interstate System has reached the end of its useful design life. Rebuilding will require substantial investment.
- The Interstate System was established as a federal-state partnership.
- The federal share is in doubt. Legislation is required to provide policy and stable funding beyond Spring 2015.



**Interstate modernization is an appropriate federal role.**

# Sources

► This report draws on data collected and analyzed by various units of PennDOT and our federal and state partners.

## **PennDOT**

Bureau of Aviation  
Bureau of Fiscal Management  
Bureau of Innovations  
Bureau of Maintenance and Operations  
Bureau of Planning and Research  
Bureau of Project Delivery  
Bureau of Public Transportation  
Bureau of Rail Freight  
Center for Program Development and Management  
Public Private Partnerships Office  
Transportation Advisory Committee

*2014 State of Highway Safety Summary Report*  
*Cameras in Work Zones*  
*PA on Track: Pennsylvania's Long-Range  
Transportation and Comprehensive Freight Movement  
Plan*  
*2015 Twelve Year Program*

Bridge Management System

## **USDOT**

### **Federal Highway Administration**

Office of Freight Management and Administration,  
Freight Analysis Framework

### **Federal Transit Administration**

National Transit Database

## **Other**

### **Texas A & M Transportation Institute**

*2012 Annual Urban Mobility Report*

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