

Centre County Metropolitan Planning Organization (CCMPO)

c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
State College, PA 16801
Phone (814) 231-3050 / FAX (814) 231-3083
www.crcog.net

Centre County Planning and Community Development Office
Willowbank Office Building
420 Holmes Street
Bellefonte, PA 16823-1488
Phone (814) 355-6791 / FAX (814) 355-8661
www.co.centre.pa.us

Pennsylvania House Joint Transportation and Policy Committees Public Hearing on Transportation Funding June 1, 2010

Testimony by:
Daniel D. Klees, Chair
Centre County Metropolitan Planning Organization

Good afternoon, my name is Dan Klees, and I am the Chair of the Centre County Metropolitan Planning Organization and a member of the College Township Council.

I would like to thank the members of the House Committees for providing us with the opportunity to say that YES, we believe that our transportation system is experiencing a financial crisis.

The MPO continues to direct more of its precious resources into maintenance and preservation activities, but we continue to lose ground in maintaining our existing systems. Meanwhile, we are finding it more difficult to advance other safety and infrastructure improvements that have been highly ranked through our Long Range Transportation Plan process.

Here are some examples when you compare our new 2011-2014 Transportation Improvement Program (TIP) with the current TIP.

- There are four Betterment projects on our current TIP, but only one Betterment project on the new TIP.
- The current TIP includes \$7.2 million for major paving projects, but the new TIP does not include any funding for repaving.
- The Centre Area Transportation Authority (CATA) is losing up to \$4.8 million for improvements to rolling stock, its Maintenance Facility, and its technology initiative.

In addition, PennDOT's annual *maintenance* budget for road paving for next year is being reduced by 50%, and all of the 40 miles to be paved will be done by seal coat, a less costly option that typically has a shorter life cycle.

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Our MPO has stated that inaction is not acceptable, so how much funding do we need?

Setting aside one of our highest priorities, the \$108 million needed for the new interchanges connecting Interstates 99 and 80, here is what we need just for safety and bridge projects that are ***not*** fully funded on our new TIP:

- At least \$2.1 million in funding for safety improvements on Route 322 in Harris and Potter Townships. These safety improvements are in lieu of another long-term, high-cost project.
- \$2 million for the Route 26 Pine Grove Mountain Truck Escape Ramp in Ferguson Township.
- \$2.9 million to design safety improvements on Route 26 in Marion Township, an undersized two-lane road which connects the new I-99/I-80 Interchanges.
- \$10.9 million to work on 23 bridges. For 16 of these bridges, the costs are ***only*** for design...additional funding will be needed for construction. Two bridges that are scheduled for preservation work carry Interstate 80 traffic over Route 26 at the Bellefonte Interchange. These structures are badly in need of replacement. However, without funding for the new interchanges, PennDOT must continue to band-aid the structures to extend their service life. This creates a situation where we are spending money to fix an existing structure that will be replaced as part of another project; ***not*** a wise use of limited funding.

What additional improvements could be accomplished if more funding was available?

On our new Long Range Transportation Plan we have two major roadway improvements that could be ready for construction before 2018, but because of the funding shortfall, will be delayed from 5 to 15 years to sometime between 2023 and 2030.

- One project is the reconstruction of the Waddle Road Interchange in Patton Township, needed to alleviate problems with vehicles backing up on to Interstate 99.
- The second is the widening of Park Avenue in College Township, which has critical safety benefits for emergency vehicles accessing the Mount Nittany Medical Center, our County's only hospital; and also is the main access from I-99 and Route 322 to our largest employer, Penn State University.

Collectively, these two projects will cost over \$60 million, but would cost millions less if funds were available earlier.

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Fifteen (15) other safety projects must wait over 20 years until funding is available for design and construction, including six more projects on Route 322, and five projects on Route 350 in Rush Township. The efforts to advance long-term solutions to safety problems in these two corridors were cancelled in 2004...because of the funding shortage.

An additional 16 candidate projects with an estimated total cost of over \$96 million will not even make the Long Range Plan because of fiscal constraints. We also anticipate a growing number of needs related to the impact on roads by Marcellus shale drilling in northern portions of Centre County.

We hope that these examples from our County emphasize the scope of the problem and the need for action.

In our discussions, MPO members have identified several possible revenue sources to address the shortfall, such as:

- Increasing and indexing fuel taxes across all motor fuel sectors (e.g. petroleum, natural gas, electric, etc.)
- Increasing vehicle registration fees
- Tolling of all Interstate highways
- Surcharges to the Marcellus Shale extraction industry
- Streamlining regulations for the design, bidding and implementation of projects
- Leasing of PA Turnpike facilities

As local elected officials, we are also interested in strategies that will help municipalities address growing needs and increasing costs.

- The share of revenue provided to municipalities needs to be increased and indexed.
- Raising the prevailing wage threshold would help us stretch our dollars further for low cost projects.
- The need for funding to repair and replace local bridges must be considered.

Overall, the key is to establish transportation funding levels and sources of revenue that keep pace with inflation and transportation needs in the future.

In closing, let me say that our MPO, and I am sure other MPOs and RPOs across the state, are willing to work with you to develop long-term solutions that serve the citizens of Pennsylvania. We urge you to give careful consideration to all of the testimony that you will hear in the next few weeks.

Thank you for your time and attention.

**House Transportation and Policy Committees
June 1, 2010 – Public Hearing**

***Transportation Funding Crisis
in Pennsylvania***



Daniel D. Klees, Chair
Centre County Metropolitan Planning Organization

CCMPO is Losing Ground

	2009-2012 TIP	2011-2014 TIP	Change
Roads and Bridges	\$70,058,000	\$52,094,000	-\$17,964,000
Betterment Projects	4 projects	1 project	3 fewer projects
Pavement Line Item	\$7,200,000	\$0	-\$7,200,000

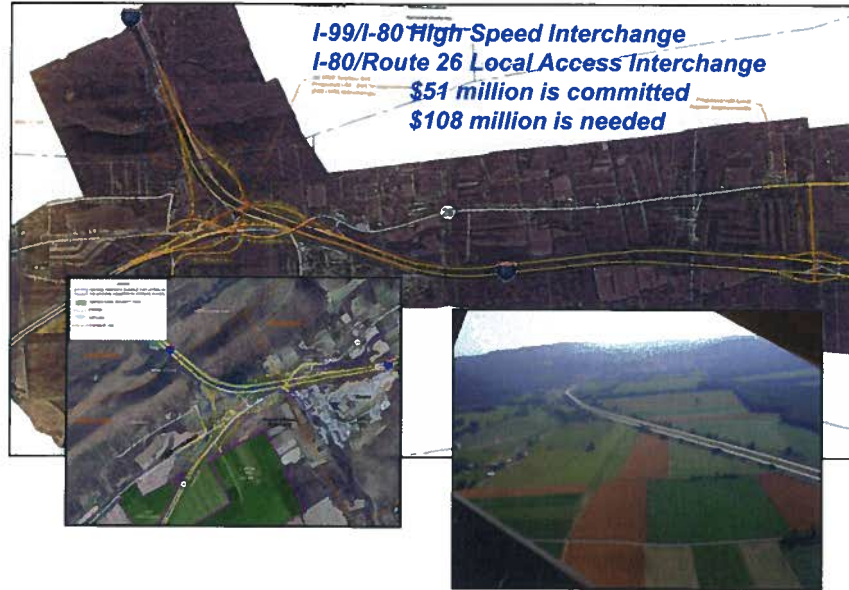
Up to \$4.8 million lost for transit rolling stock and infrastructure improvements.



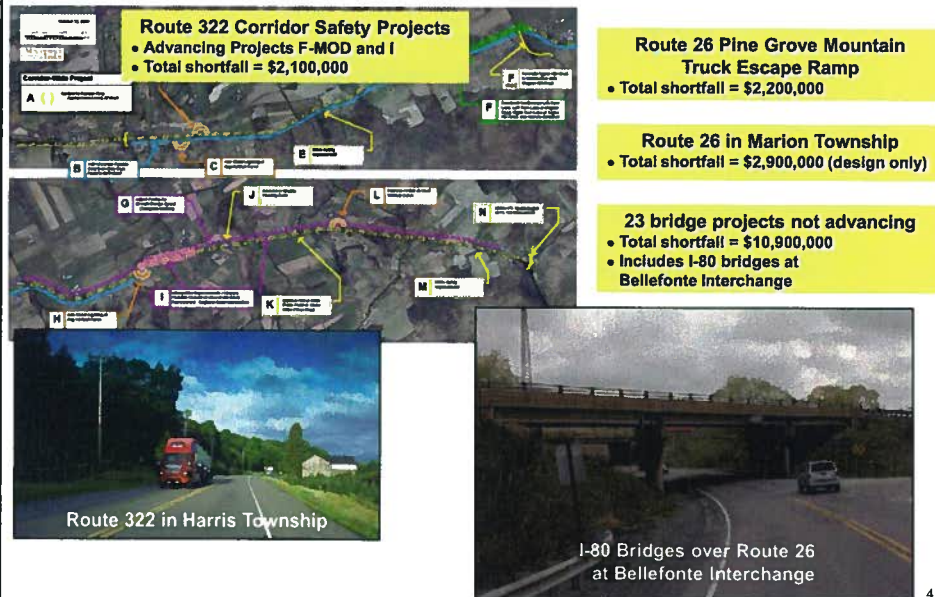
PennDOT annual maintenance paving in Centre County:

- > 50% reduction, to 40 miles
- > All 40 miles by seal coat

What are the CCMPO's Needs?



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What are the CCMPO's Needs?

Two Key Projects on LRTP
Delayed from 2015-2018 to 2023-2030

Total cost = \$60 million+
...but could be less if advanced on schedule



Interstate 99/Waddle Road Interchange Reconstruction



SR 3007 - Park Avenue Widening/Ped-Bike Improvements

What are the CCMPO's Needs?

- > 15 projects on new LRTP delayed over 20 years
- > 16 projects not able to be included on new LRTP...total cost = \$96 million

DRAFT: Highway & ITS: Projects Outside of Fiscal Constraint

5/13/10

PROJECT FUND CODE	ORIGINAL YEAR	Project Name	Requestor	Description	ESTIMATED COST (\$1000)	Comments
H-6	19	SR 201 - S-Curve Improvement, South Elkington Curve	Public Trip	Reshape the SR 201 S-curve area on the shoulder between stations 49 and 70. Improvements to the shoulder may also include addition of a shoulder's front clearing area & drainage.	\$20,000,000	Deferred by MPO due to potential environmental impacts and cost.
H-7	20	Reconstruction of SR 66 from Red Top to SR 100	Private Developer, Vermont Dept, State's Trip	Improvements including re-alignment and profile adjustments of SR 26 (Lackawanna) from station 141 to Station Top and SR 100 to Vermont Top.	\$26,200,000	Deferred by MPO due to potential environmental impacts and cost.
H-8	22	SR 602 University Drive Bridge (Segment 2) Widening	State College Borough	Widen the existing bridge over State College Avenue to accommodate local and pedestrian movements.	\$2,250,000	Deferred by MPO.
H-15	36	Local Alternative Bridge Widening Project	State College Borough	Widen the bridge on SR 100 which spans Route 100. This widening is needed to improve movement of traffic through the area. A newly designed bridge would also accommodate future pedestrian and bicycle traffic.	\$2,175,000	Deferred by MPO.
H-21	45	State St. Signal	Public Trip	Signal at railroad, railroad, and State Street. For the safety of pedestrians, the signal should be replaced.	\$900,000	Deferred by MPO.
H-22	47	SR 602/University Drive	Public Trip	This is a proposed SR 602 project to improve the SR 602 and the SR 100 over the University Drive, east of Center Road. The road is to improve SR 602 from Station 100 to Station 150, and on West Church Street to SR 100 Station.	\$4,300,000	Deferred by MPO due to cost.
H-24	51	Reconstruction of SR 602/University Drive	Public Trip	Construct a new four lane roadway to serve SR 602/University and West Church Street and replace the existing one lane bridge structure at Center Road.	\$7,200,000	Deferred by MPO due to potential environmental impacts and cost.
H-29	55	New Signal at State Street	Public Trip	Construction of a new four lane roadway between State Street and SR 100 Station.	\$4,300,000	Deferred by MPO due to cost.
H-29	58	SR 602/University Drive at Center Road	Public Trip	Improve the profile of a 400' road curve on SR 602 to improve SR 602 from station 100 to station 150.	\$4,200,000	Deferred by MPO due to cost. Recommended that these projects be considered should they advance to the 10th.
H-35	64	SR 602/University Drive at SR 100	Public Trip	SR 602/University Drive at SR 100 station	\$90,000	Deferred by MPO. May be completed by PENNDOT District 2-0 maintenance.
H-38	67	SR 602/University Drive at SR 100	Public Trip	SR 602/University Drive at SR 100 station	\$90,000	Deferred by MPO. May be completed by PENNDOT District 2-0 maintenance.
H-41	70	SR 602/University Drive at SR 100	Public Trip	SR 602/University Drive at SR 100 station	\$90,000	Deferred by MPO. May be completed by PENNDOT District 2-0 maintenance.
H-43	72	SR 602/University Drive at SR 100	Public Trip	SR 602/University Drive at SR 100 station	\$1,000,000	Deferred by MPO. May be completed by PENNDOT District 2-0 maintenance.

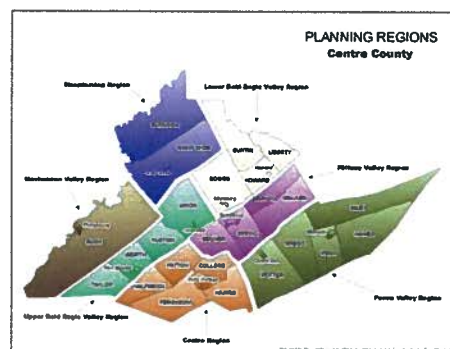
Potential Sources of Revenue

- Increasing and indexing fuel taxes for all motor fuels
- Increasing vehicle registration fees
- Tolling of all Interstate highways
- Surcharges to Marcellus Shale industry
- Streamlining design, bidding, implementation
- Leasing PA Turnpike facilities

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Municipal Concerns

- Increase and index municipal share of fuel taxes
- Raise prevailing wage threshold to stretch dollars
- Consider extent of municipal bridge needs



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What is the Key?

Funding levels and sources of revenue that keep pace with inflation and growing needs in the future.

MPOs/RPOs balance...

- Transportation needs
- Community impacts
- Funding constraints



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Thank You!

Questions?

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