

Back From the Brink: The Recovery Act One Year Later

A PennDOT Perspective
January 15, 2010

American Recovery and Reinvestment Act

Signed into Law on February 17, 2009





COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

January 16, 2009

\$1.5 billion in Candidate projects

Dear Planning Partners,

As you know, the Pennsylvania Department of Transportation has been working diligently in the anticipation of potential economic stimulus legislation which would result in expanded federal funding. However, funding is not guaranteed. We anticipate a bill that will increase the stimulus, distribute the money more equitably, and provide for special equipment that may be needed as well as new quick-start projects that will be awarded here in Pennsylvania. A 200 page draft bill was released yesterday afternoon by the House of Representatives Appropriations Committee. We are in the process of reviewing this document.

Our focus has been to develop a candidate list of projects consistent with our ongoing emphasis on system preservation that could be delivered within six months of the signing of the legislation. This response will create jobs for Pennsylvanians and achieve meaningful improvement to our infrastructure. Our goal is to have \$1.5 billion of projects available to advance. The list of specific projects can be found at www.dot.state.pa.us. An "Economic Stimulus" button is located on the lower right-hand corner of the web page. The list of projects is also enclosed.

In order to have fair distribution across the state, the same financial guidance used in preparation of the FFY 2009 Transportation Improvement Program was applied to identify targets for each Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO). The candidate list reflects a good faith effort to do so.

The candidate identification process emphasized projects that address Pennsylvania's bridge deficiencies, pavement needs, and safety concerns. These projects would be delivered in addition to the \$1.8 billion in projects already identified to be bid on in CY 2009, nearly doubling the current program. We looked first to advance projects that were already on the TIP in the second, third or fourth years. Where there were more candidate projects that were needed than could be advanced from the current TIP, additional projects were identified that could be delivered in six months. Approximately 45 percent of the candidate projects are existing TIP projects.

During this effort, meetings were held with the Association of Pennsylvania Contractors (APC) and the American Council of Engineering Companies (ACEC) to understand their concerns and potential limitations. We also have worked closely with the Pennsylvania Division Office of the Federal Highway Administration.

We also are aware of considerable interests in advancing local projects that would be eligible for federal funding. It is our recommendation that you work closely with us and local entities to identify and prioritize deliverable local projects which meet the stimulus criteria.

Key Points

- Urgency – Get Pennsylvanian's to Work
- Pennsylvania is Ready for more
- Pass the Authorization Test

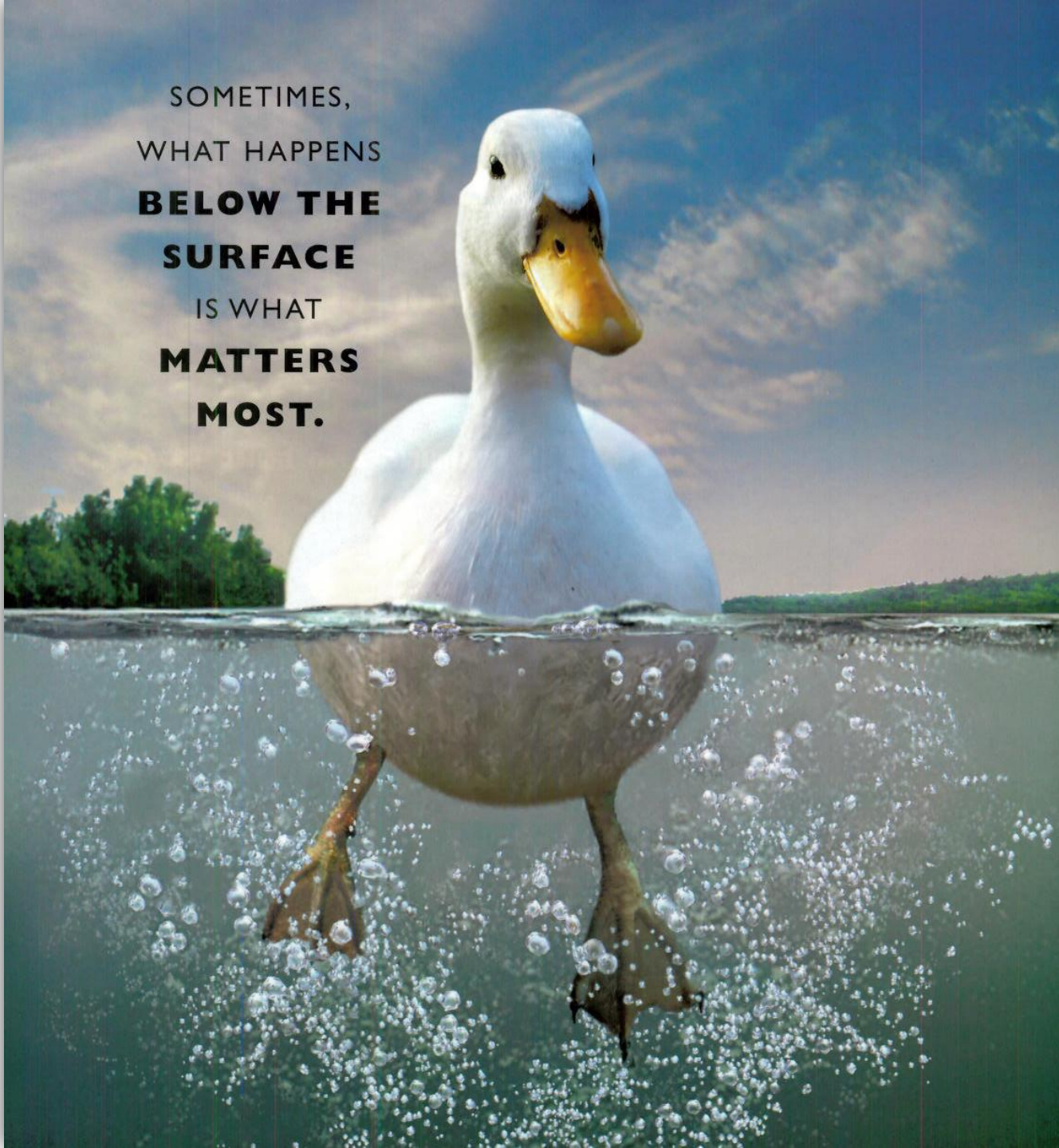


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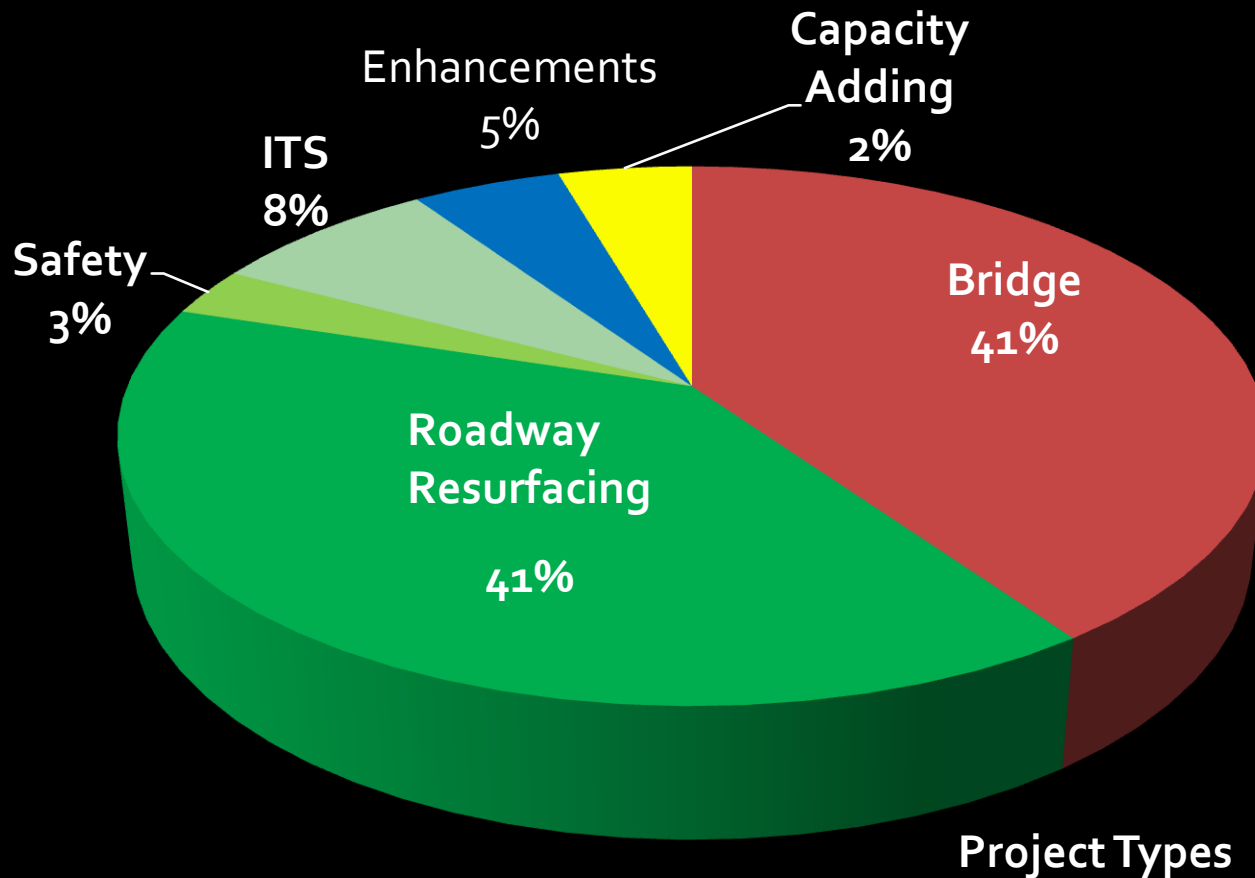
Game Plan for Moving Forward

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Economic Recovery (ARRA)

- Highway and Bridge

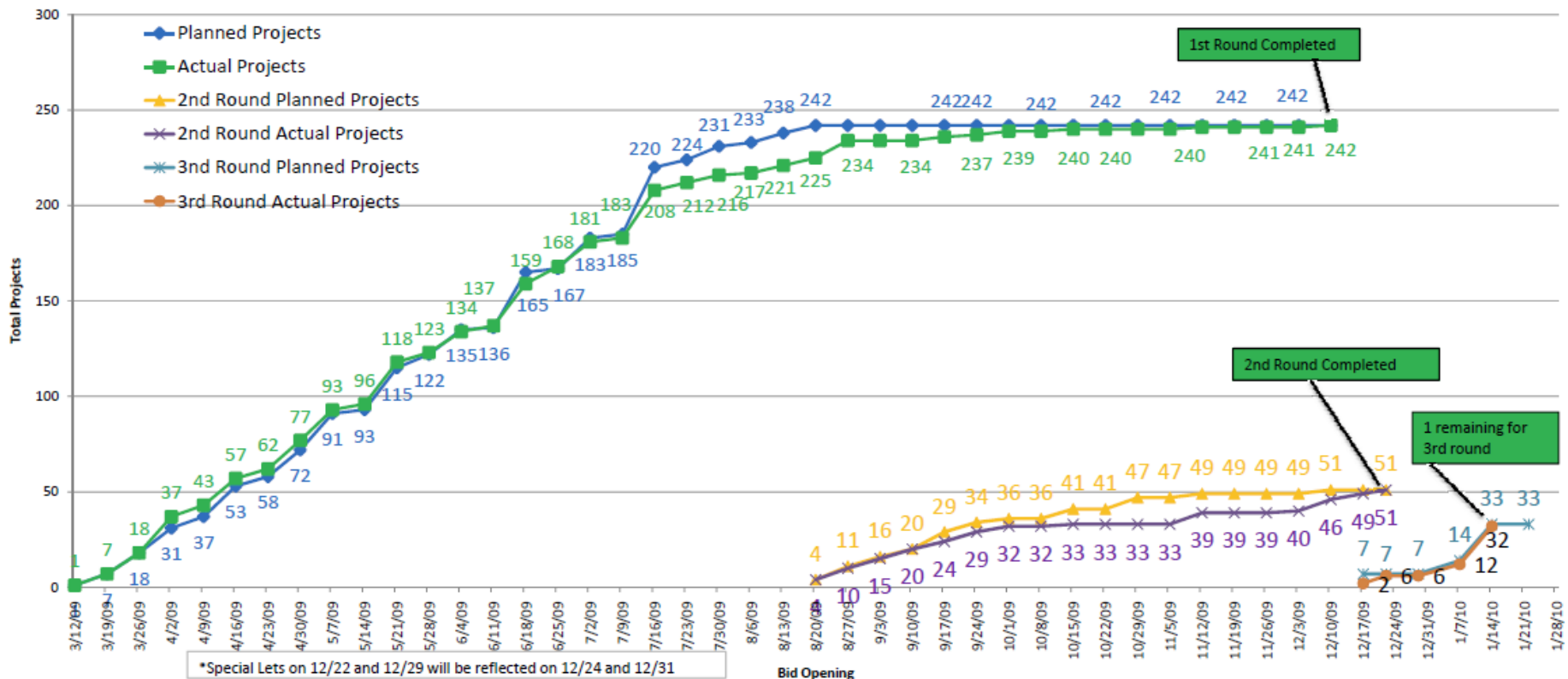


Economic Recovery (ARRA)

Rebuild PA Economic Recovery



Eric R. Felty 1/14/2010

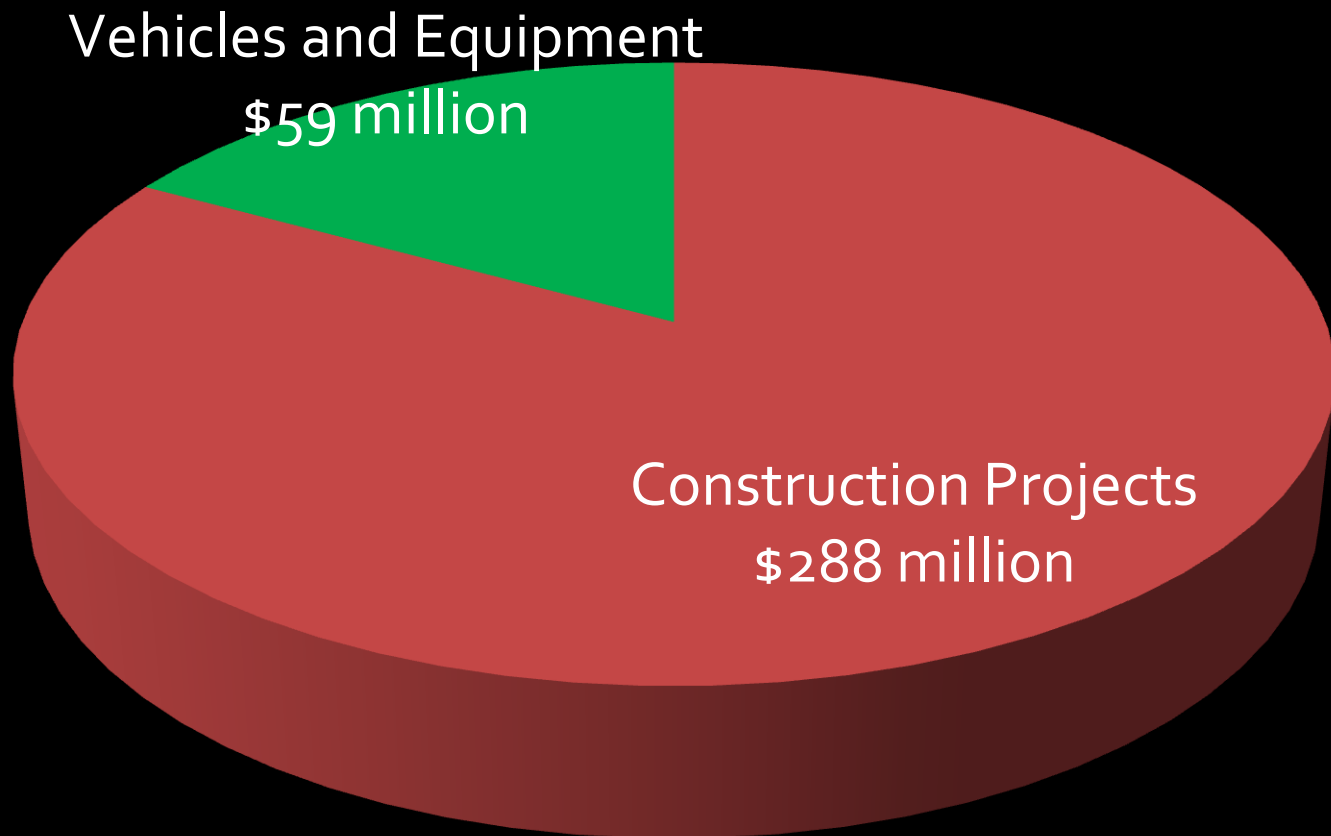


Monthly Employment Report

Month	Contractor	Consultant	PennDOT	Total
April 2009	129	4	19	151
May 2009	698	21	110	829
June 2009	1,736	108	129	1,942
July 2009	3,269	199	328	3,632
Aug. 2009	5,063	274	226	5,263
Sept. 2009	5,431	346	464	6,241
Oct. 2009	5,506	380	533	6,419
Nov. 2009	3,500	329	209	4,038
Dec. 2009	1,760	271	149	2,180

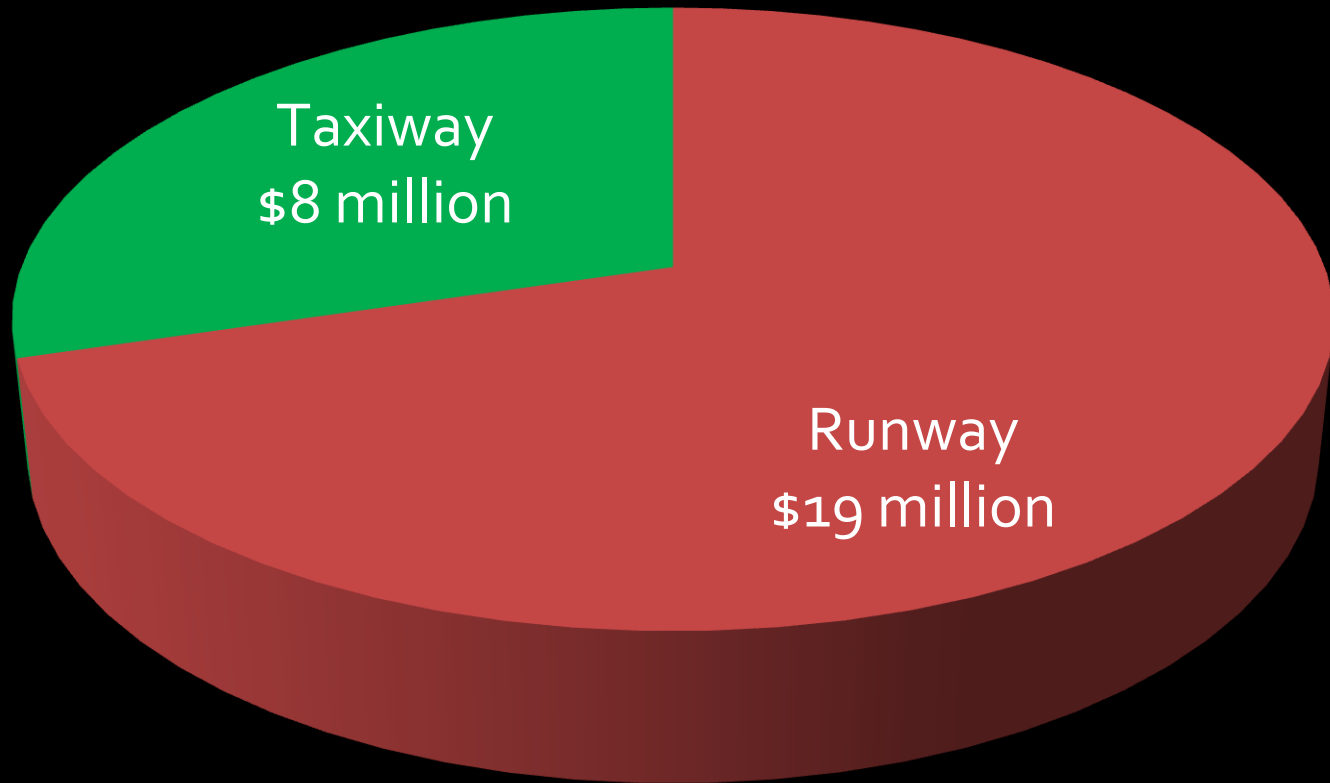
Economic Recovery (ARRA)

- Transit



Economic Recovery (ARRA)

- Aviation



National Program

- \$1.5 billion for competitive grants
- \$9.3 billion for investments in High speed and Intercity Rail

The Transportation Crisis



Bridges

- 5,913 structurally deficient bridges
- Highest number of any state
- Average age 50 years

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 Need: \$1.725 billion