

Twelve Year Program Testimony to the Senate Transportation Committee

April 25, 2017

Secretary Leslie Richards

Good Morning. Thank you for the opportunity to brief you on the PennDOT 12 Year Transportation Program. I am proud to tell you that Pennsylvania has the most transparent, collegial, and collaborative project programming process in the country. This process has been in place for 20 years and is widely supported by our 24 Planning Partners and Districts.

My presentation today will detail the extensive public outreach we do to make sure we know the issues of concern to our businesses and the public. It will also show the importance of metrics that we use in establishing our system priorities. The current 2017 Program, adopted in August of 2016, is the first time we used metrics as project guidance for our Planning Partners and Districts as they developed their highway and bridge priorities. We developed this Transportation Investment Plan approach in 2015 for the 2017 Program. This metric-driven approach ensures that system reconstruction and rehabilitation are statewide priorities as they should be.

Our 12 Year Program is also financially constrained to the projected federal and state revenue we anticipate receiving. This is sound budgeting. We don't start the design of a project if we can't allocate future construction funding. We don't want to be in position again where we were a decade ago where we had to cancel projects that had no future funding allocated for construction or other phases. Financial guidance, i.e. the budget, to each Planning Partner is a collaborative process based upon system conditions in each area. Consensus is achieved for each Partner's budget, and each Partner and District then determine their priorities within the context of Department metrics. We are very proud of this consensus driven, metric driven approach to program development.

While Act 89 has allowed us to increase our construction lettings from \$1.6 billion per year to \$2.4 billion, there is still an overwhelming need for maintenance of our system which is why I announced the PennDOT Road MaP Program several months ago. It is re-emphasizing Maintenance and Preservation of our interstates as well as our low volume roads. One aspect of Road MaP, an additional \$1 billion over ten years to core maintenance in each county, will particularly benefit our 44 rural counties where many low volume roads have had only sporadic, intermittent attention for a generation.

In summary, the Department has instituted a model process for development of the 12 Year Program. We are budget conscious and metric driven. While there are any number of system and operational improvement projects we would like to advance, particularly to our interstate and expressway system, we are very conscious of the needs of our existing 40,000 miles of roads and 25,400 bridges. Strategic investments to our system are critical and we remain focused on maintaining our core system and the commitments by the Department of the Decade of Investment Program.