60th Annual PAPA Conference

January 21, 2020

Hotel Hershey
100 Hotel Road
Hershey, PA 17033
### Act 89 Impacts

<table>
<thead>
<tr>
<th>Status</th>
<th>Projects</th>
<th>Dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>3,283</td>
<td>$8.0 Billion</td>
</tr>
<tr>
<td>Underway</td>
<td>587</td>
<td>$5.6 Billion</td>
</tr>
<tr>
<td>TIP</td>
<td>1,453</td>
<td>$11.9 Billion</td>
</tr>
<tr>
<td>TYP</td>
<td>2,522</td>
<td>$4.5 Billion</td>
</tr>
<tr>
<td>Under Development</td>
<td>1,095</td>
<td>$3.2 Billion</td>
</tr>
</tbody>
</table>

- **Lettings 2015 -2019: $12.26 Billion**
  - 1,650 Bridge Projects (2,925 bridges preserved, rehabilitated or replaced)
  - 3,517 Road Projects (30,324 miles roadway improved)

- **State Owned Poor Condition Bridges (as of December 2019):**
  - 2,647
Transportation Funding Gap

- Unmet Needs: $3.8 billion
- Increased cost of construction for aging infrastructure
- A GROWING FUNDING GAP
- Act 89 of 2013
- Improved vehicle fuel economy reduces fuel tax revenue
- Construction cost inflation and increased vehicle fuel efficiency further reduce our future buying power

Pennsylvania Department of Transportation
Asset Management

Lowest Life Cycle Cost (LLCC)

- Federally Mandated
- NHS Routes
- Risk-Based Prioritization
- Emphasis on Preservation
- Eliminates “Worst First” Approach
Current Revenue Situation & Loss of Buying Power

Motor Fuels Revenue: Reduced Consumption and Inflationary Impact

Cumulative Loss in Revenue from Reduced Motor Fuel Consumption and Inflation = $8.3 Billion

Loss in Revenue = $2.8 Billion
Loss in Buying Power = $5.5 Billion

Revenue - Flat
Revenue - Projected
Buying Power
• Less overall available funding for distribution
• Shift in Investment Strategies
• Increase Investment in Interstates
Notes:
1. Funding needs are in 2018 annual dollars (billions) and do not reflect inflationary impacts
2. Growth in Interstate program reduces ability to meet the needs of the remaining network
PennDOT Maintenance

- County Maintenance
  - Evolving the business model
  - Core maintenance priority
  - Low cost treatments
  - Preserve non-interstates
Transportation is a dynamic industry that requires a variety of skillsets.

Recruitment and retention of qualified employees continues to be one of our biggest challenges.

Our strategies for workforce development include:
- Mentoring
- Succession Planning
- Career Days/Job Fairs
- Staff Rotation
Collaboration with Industry

- Quality Improvement Committees
- State Transportation Innovation Council
- Transportation Quality Initiative
Resiliency

Extreme Weather Vulnerability Study

- Initial study completed by PennDOT Program Center in March 2017
- Distributed to Districts, MPOs, other state agencies for comments on maps and methods
- Assessments of flooding vulnerability and risks should be considered an evolving process
Winter 2020 Facts

- 256 Rental Trucks*
- 2,250 Plow Trucks
- 207 Anti-Icing Units
- 47 Snow Blowers
- 66 Brine Making Facilities
- 655 Municipal Agreements
- 4,500 Operators (Includes Anticipated Temporary Operators)
- 94,000 Snow Lane Miles
- 591,856 Tons of Anti-Skid Used**
- $233 Million Winter Costs**
- 11.6 Million Gallons of Salt Brine***
- 844,000 Tons of Salt Used**

Pennsylvania Department of Transportation
• National Census Day is April 1, 2020.
• Pennsylvania’s census count will affect the next decade of federal spending, policy, and decision-making.
  – Federal spending on programs like highway planning and construction.
• Everyone counts. Be a good neighbor and spread awareness in your community.
Thank You!

Focus on safe driving in winter conditions. www.penndot.gov/winter #PAWinter #PASafety