

PENNSYLVANIA

Current Transportation Condition:

- ASCE road grade of D-¹
- 21% of major roads are in poor condition
 - Costing motorists \$4.2b a year - \$471 per motorist²
 - Total of 1,208 people died on state highways in 2013³
- Vehicle travel on PA's highways has increased by 15% from 1990-2013⁴, while the population grew by 7 percent.⁵
- 34% of PA's major highways are congested⁶
 - Congestion costs PA drivers over \$3.7b per year in lost time and fuel⁷
 - Costs the average commuter 182 hours of delay and 86 gallons of fuel wasted every year.⁸

Commerce:

- 77% of the \$489b in commodities delivered annually from sites in PA is transported by trucks on the state's highways.⁹
- 34% more goods carried across PA than the average state.¹⁰

Need for Federal Investment

- 46% Federal share of PA Highway Capital Program¹¹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹²
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

FAST Act **————→** *What this does for Pennsylvania*

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - PA's 5,050 structurally deficient bridges - 24.21% are structurally deficient or functionally obsolete¹³

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP.

⁷ ASCE

⁸ Ibid.

⁹ TRIP.

¹⁰ ASCE

¹¹ ARTBA

¹² AASHTO and FHWA

¹³ FHWA

- Current ASCE bridge grade of D+ ¹⁴

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), PA will receive \$261,852,454 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, PA, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5 year Certainty:

- Total share over 5 years of the FAST Act: \$10,839,233,111 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - Penn Turnpike and I-95 – estimated cost of \$420m. Significant Foreign investor interest due to lack of federal investment.¹⁵
 - “Strapped for sufficient federal funding, the promise of additional aid was welcome news to transportation officials.”¹⁶
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on PA’s ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase PA’s ability to efficiently finish projects.
- FAST gives PA the ability to prepare for the next 50 years. With a focus on innovation, PA can better deploy technology to improve the state transportation network.

¹⁴ ASCE

¹⁵ http://articles.philly.com/2014-12-01/business/56586514_1_federal-immigrant-investor-program-chinese-investors-delaware-valley-regional-center

¹⁶ http://www.timesleader.com/news/home_top-local-news-news/152025575/Act-89-funding-to-aid-ailing-highways