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 motorist[2]
  - Total of 1,208 people died on state highways in 2013[3]
- Vehicle travel on PA's highways has increased by 15% from 1990-2013[4], while the population grew by 7 percent.[5]
- 34% of PA's major highways are congested[6]
  - Congestion costs PA drivers over $3.7b per year in lost time and fuel[7]
  - 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 Program[11]
- 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.

DRIVE Act ⟶ ***What this does for Pennsylvania***

Prioritizing Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
  - PA's 5,050 structurally deficient bridges – 24.21% are structurally deficient or functionally obsolete[13]
  - Current ASCE bridge grade of D+ [14]

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[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
[14] ASCE

Improving Commerce:

- FY16 dedicated funding for Freight Program: $83,127,763
- Prioritizing federal spending on interstate for projects in the national economic interest

Long-term 6 year Certainty:

- FY16 total share: $1,700,138,343
- Major Projects in jeopardy
    - 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]

- 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.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on PA's ability to properly plan and budget for transportation projects.
- DRIVE 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.

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