

PENNSYLVANIA (Sen. Casey and Toomey)

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.

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 obsolete¹³
 - Current ASCE bridge grade of D+¹⁴

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:

- In the first 3 years of the DRIVE Act, PA will receive \$184,959,272 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

Long-term 6 year Certainty:

- Total share for first 3 years of DRIVE Act: \$5,131,393,290 that the state would not get otherwise.
- Major Projects in jeopardy
 - o Penn Turnpike and I-95 – estimated cost of \$420m. Significant Foreign investor interest due to lack of federal investment.¹⁵
 - o “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