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. 36 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, FAST 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.

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