



Transportation: Driving Our Economy



THE FACTS

PA is #1 in the nation in “structurally deficient” bridges – more than 5,200 statewide

More than 8,400 highway miles rated “poor”

Congestion costs commuters more than \$800/year in Pittsburgh and Philadelphia

If we don’t act, the annual transportation funding gap will more than double to \$7.2 billion by 2020

Without sufficient investment in infrastructure, concrete will crumble, bridges will rust, highways will decay and transit will shrink, crippling Pennsylvania’s economy.

Adequate investment in Pennsylvania’s transportation network – roads, bridges, transit, highways, ports, railroads and airports – is critical for moving goods to market and people to work. **Yet, decades of underinvestment and an outdated revenue structure have left our state’s transportation system in dire straits.**

Bridges are falling into disrepair. Roads and highways are not being resurfaced. Transit systems are being squeezed. And other modes of transportation – air, rail, locks and dams – are suffering from lack of strategic investment.

The problem cannot be ignored any longer. To keep our Commonwealth competitive, **we must achieve a comprehensive and sufficient transportation funding solution.**

“Our most costly option would be to do nothing. It will cost us in repairs, it will cost us in rebuilding, and it could cost us in tragedies we might have avoided.”

- Gov. Tom Corbett (02.05.13)

What is it worth?

The average person who drives 12,000 miles per year currently spends about \$30 per month to access the state’s transportation network. *

How much do you spend per month on cell phone service or cable TV?

A lot more than that.

*when factoring in the PA gas tax, vehicle registration and driver license fees.

Business Community: Transportation Needs Fixing

Groups including the **Greater Pittsburgh Chamber of Commerce, the Greater Philadelphia Chamber of Commerce, the Allegheny Conference on Community Development, the Pennsylvania Motor Truck Association, the Pennsylvania Chamber of Business and Industry, the Pennsylvania Business Council** and many more are working tirelessly to promote a comprehensive transportation funding package that raises enough revenue to ensure adequate investment in the state's transportation network.

Businesses understand that this is an economic competitiveness issue

A well maintained transportation network is critical to bringing goods to market and people to work. Congestion, closed bridges, vehicle repair and maintenance costs, and transit cuts make Pennsylvania less competitive.

Jobs will be lost and businesses will move elsewhere unless we can properly maintain our state's system of roads, bridges, transit, highways, ports, railroads and airports.

Delivering Value

Debate is underway on the best path forward to secure a comprehensive transportation and transit funding solution.

Recommendations put forward by Gov. Corbett's Transportation Funding Advisory Commission provide the framework for long-term, sustainable funding for transportation infrastructure and transit systems.

Cost-saving and efficiency reforms being discussed include:

Traffic signal improvements: Local governments may partner with PennDOT to upgrade and maintain the state's 14,000 traffic signals. LED conversion and timing optimization will improve safety, drive down costs and reduce congestion.

Multi-modal transportation fund: A fund that combines rail, ports, air and other modes, which will make planning projects more efficient.

Dedicated bike and pedestrian funding: A dedicated funding source for bike and pedestrian infrastructure-related improvements.

The Cost of Inaction: A Price Much Too High

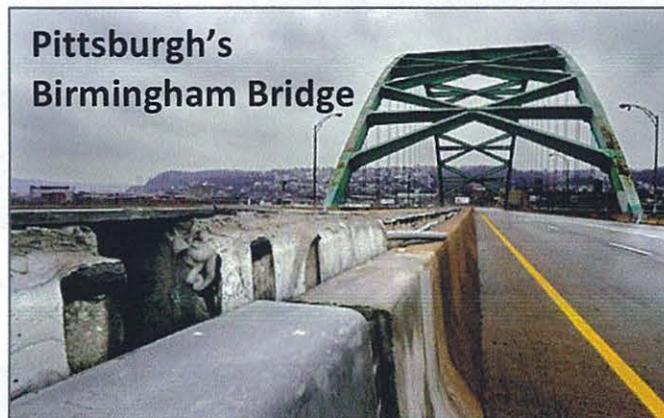


Photo courtesy Pittsburgh Post-Gazette

In February 2008, the Birmingham Bridge – a major connection between downtown Pittsburgh, the South Side and Oakland – closed due to a structural issue that caused a portion of the bridge to drop eight inches. The bridge, which serves 23,000 vehicles daily, did not fully re-open for another seven months.

A PennDOT investigation indicated that prolonged maintenance deferrals and limited funds for bridge repairs were to blame.

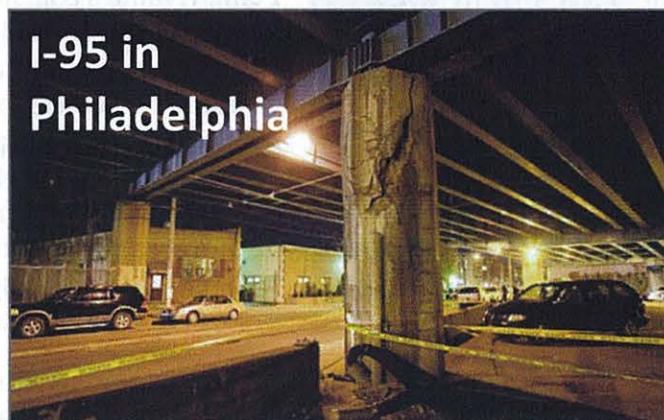


Photo courtesy AP

A two-mile stretch of I-95 in Philadelphia was closed in March 2008 for two days due to large cracks in a concrete support pillar. The closure caused major traffic congestion, with the need to detour the 190,000 vehicles per day that used that portion of the highway.

The closure received national attention in media outlets such as USA Today, FoxNews.com, the AP and NBCNews.com. This type of national coverage can negatively affect business investment decisions.



Transit: Critical For Pennsylvania's Competitiveness



THE FACTS

Pittsburgh and Philadelphia are in the **top 10 of major U.S. cities** in transit usage

Roughly **70% of Center City Philadelphia workers** rely on transit

Nearly **50% of downtown Pittsburgh workers** rely on transit

Every county in the Commonwealth has transit

No big city transit system has done more to transform itself since 2006 than the Port Authority

SEPTA was named the **2012 Outstanding Public Transit System** by the American Public Transportation Association

Together the Philadelphia and Pittsburgh regions produce 60 percent of the state's economic activity. Without robust transit systems, their economies could not function.

Transit Affects Everyone

We all rely on our transportation network and in Philadelphia and Pittsburgh the transportation network relies heavily on public transit. The economic activity generated by these two regions cannot be maintained without robust transit systems.

Port Authority Reforms

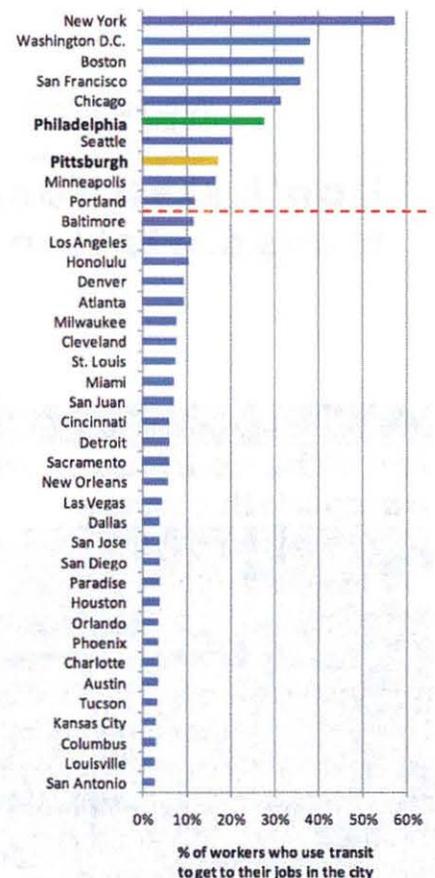
Over the past decade, the Port Authority of Allegheny County has made major cost saving and productivity improvements.

- **More efficient:** The number of passengers served by each hour of bus service has gone up 40 percent.
- **Cutting overhead:** Since 2005, 30 percent of administrative and management positions have been eliminated.
- **Reducing legacy costs:** New union contracts have increased the retirement age, reduced retiree healthcare costs and increased workers' contribution costs – helping to control legacy costs.
- **Fixing fares:** Fares have gone up three times and are now the highest base fares in the country.

Funding Needed

SEPTA and the Port Authority face different challenges, but **additional, reliable funding that will grow with inflation is part of what they need.**

Percentage of workers who use transit to get to their jobs



Source: American Community Survey, 2011

Everyone Agrees: Across Pennsylvania, Transportation is a Priority

Save the Port Authority: We must invest in public transit or watch our economy wither

GREGORY B. JORDAN of the Allegheny Conference issues a dire warning

“The Pennsylvania state economy is too fragile to allow its chronic transportation funding problem to fester any longer. Without action, roads across the entire state will decay. Bridges will close. And the economy will suffer.”

Pittsburgh Post-Gazette
post-gazette.com

Altoona Mirror

Making It Happen For You

Don't stall funds for transportation

End of the road: State must address transportation issues

“Pennsylvania holds the distinction of having the most structurally deficient bridges in the nation and some of the worst roads in the country. No one likes to think what would happen if a major bridge, for example, crumbled during rush hour, but as we have seen nationally, it can happen.”

The Patriot-News

LEHIGH VALLEY'S NEWS PAPER
THE MORNING CALL

State transportation panel presents sensible solutions

THE
MERCURY

Op-Ed: Pa. transportation funding: Meeting our needs now and into the future

Inquirer Editorial: Must find cash to fix roads

“With more and more roads leading back to Pennsylvania's transportation funding crisis these days, Gov. Corbett and Harrisburg lawmakers should be finding their way to a solution - and soon.”

The Philadelphia Inquirer

PITTSBURGH
BUSINESSTIMES

Transportation, transit is up to us now

The Unionville
Times

Op-Ed: Addressing region's transportation needs a necessity