

TAKE ACTION

FUNDING

Despite the passage of PA Act 89, the current funding shortfall is estimated to be \$2.1 billion annually. In 2010, the Transportation Advisory Committee estimated that PA would need approximately \$3.5 billion in additional revenue to properly address the aging highway and bridge infrastructure. Since 2010, experts have projected that \$3.5 billion figure has grown to \$4.5 billion due to the cost of inflation in 2013. The passage of the \$2.4 billion Act 89 still leave a funding deficit of approximately \$2.1 billion. The federal highway trust would have been insolvent in August 2014, but Congress passed the \$11 billion stopgap measure to carry us until May 31, 2015.

THREATS

Inadequate funding affects both job creation and economic development. Nationwide, nearly 2.2 million jobs are supported by highway and bridge construction, and subway and light rail support an additional 200,000 jobs. Nearly 72% of the nation's \$18.9 trillion worth of manufacturing and agriculture products were shipped using trucks on highways. Additionally, many of PennDOT's expansion projects are heavily leveraged with 80% federal funding. Any decrease in funding would directly impede construction.

SUPPORT

We are asking Congress for a minimum increased annual investment of \$16 billion for highways and bridges (using \$36 billion in motor licensing tax as a base) as well as an increased annual investment of \$11.5 billion for public transportation. We would also like to change the built environment to promote safe routes to school, smooth design for walking/biking, and conversion of abandoned rail facilities to multi-use. Non-traditional means of sustainable funding must be encouraged, including: tolling, energy taxes, repatriation, and postal service savings. There needs to be efficiency improvements and reforms at the federal and state level to maximize the use of every transportation funding dollar.

STAY CONNECTED ~ TAKE ACTION

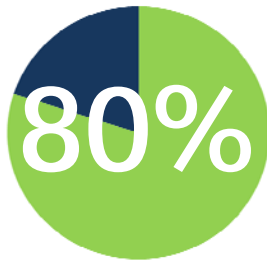
GreaterReadingVoice.com

Route 222 North between Reading and I-78 is the region's number one priority road project. It is a critical connector for our community. There are a number of capacity, safety, and maintenance issues on primary roads (i.e. West Shore Bypass, 422 W, 183, 61, 176) and Reading bridges. We encourage all responsible government and private sector entities to focus on these priorities to provide increased economic development and standard of living for our region.

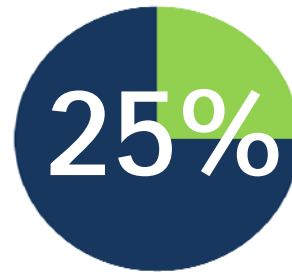
The Chamber is prepared to work with elected officials to find common ground among the many ideas that have been put forth in order to ensure a safe, reliable, and efficient transportation system.

The Greater Reading Chamber of Commerce & Industry

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federal funding is required for many PennDOT expansion projects



of bridges are structurally deficient in Pennsylvania



invested in highway construction generates



of economic output

Adequate funds will create:

50,000 JOBS

Inadequate funds will destroy :

12,000 JOBS

LAST YEAR OUR ECONOMY WAS CRIPPLED BY:

\$230

billion in economic costs from accidents

\$121

billion in roadway congestion costs

\$818

in congestion costs per U.S. commuter

Above statistics from ACEC and PennDOT

WHAT DRIVES YOUR BUSINESS?

Transportation is quite literally the driving force of our local economy. Not only can traffic stall your morning commute, it also can stall the growth of your business. A sound transportation structure is imperative in order to efficiently move people, goods, and ideas from place to place.

It has been proven that highly connected systems of transportation are directly correlated to increased economic prosperity and standards of living. On the other hand, consequences of poorly connected systems include increased costs, unreliable transport of goods/services, and inaccessibility to markets.

According to the 2010 Infrastructure Report Card, Pennsylvania is barely making a passing grade. While PA Act 89 will increase funding from about \$330 million (2014) to \$2.3 billion (2019), we are still at a crossroads regarding federal funding. The federal Highway and Transportation Funding Act (H.R. 5021) has created only a short term funding solution that will end May 31, 2015. Had this bill not been passed the Federal Highway Trust Fund (HTF) would have run out of money in August 2014.