



INVESTING in
our **ROADS, RAILS, & REGION**

TRANSPORTATION FACT SHEET



Our transportation system keeps us moving forward as a region.

Our region's transportation system is a unique mix of roads, rails, and bike and pedestrian pathways. It's a way for us all to stay connected and to safely get to the places we need and want to be.



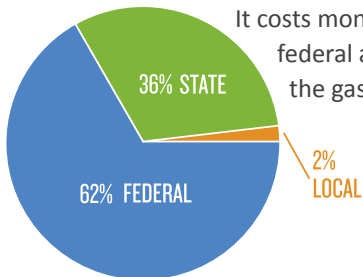
Everyone and everything in our region relies on our transportation network.

There are direct benefits like getting to work, driving your children to school, or going out to dinner, a movie, a concert, or a game. At the same time, there are indirect benefits. Emergency services, the groceries you buy at the store, the clothes you're wearing right now; they all traveled on roads and trains to get here.

We maintain our cars and our homes. Shouldn't we maintain our roads?

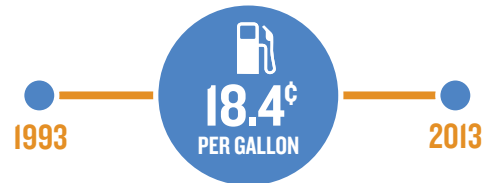
Yes, we should. And we do with the help of our federal, state, and local governments as well as our transportation agencies.

It costs money, though. Most of the federal and state funding comes from the gas taxes we pay at the pump.



The Federal Highway Trust Fund was established in 1956 to finance the construction of the interstate highway system. While the system is now mostly complete, much of it is approaching the end of its useful life and will need to be rebuilt in coming decades.

That too carries costs. And the main source of funding for the Trust Fund is the federal gas tax. Currently the gas tax is a flat 18.4 cents per gallon and it hasn't increased in nearly 20 years — even as inflation has eroded its purchasing power by a third. Rising fuel efficiency and more alternative fuel vehicles also mean that less revenue is being collected.



Federal Gas Tax

Do the states help fill the gaps?

They do. Pennsylvania levies a 31.4 cents per gallon tax on gas. The last time the gas tax increased was in 1997. Some additional funding comes through title and registration fees, payments by the Pennsylvania Turnpike Commission, and state sales taxes and lottery revenues dedicated to transportation. Governor Corbett recently announced a funding strategy that will help to close the funding gap in Pennsylvania.

New Jersey collects a 14.4 cents per gallon tax on gasoline. Additional transportation funds for the state currently come from a mix of bond revenue, transfer payments from the General Fund, and a one-time payment from the New Jersey Turnpike and The Port Authority of New York & New Jersey.

TRANSPORTATION FACT SHEET

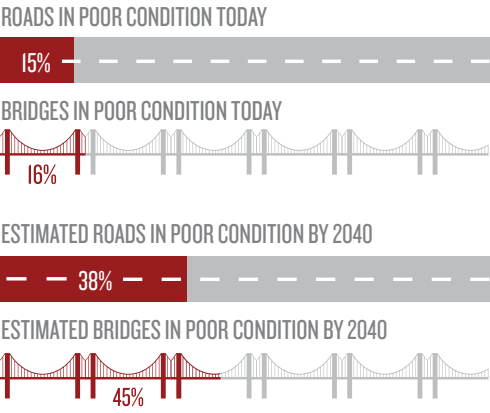
What's the current state of our system?

Good question. Currently the region's state-maintained system leaves 15% of roads and 16% of bridges in poor condition.

Things get rougher going forward.

Given current funding levels, it's estimated that 38% of our area's pavement and 45% of its bridges will be in poor condition by 2040. (Think closed bridges and roads so run-down you can't even drive the speed limit.)

Both states routinely inspect their bridges, and will put weight limits or restrict traffic if safety becomes a concern. However, restricting heavier loads includes emergency responders, which can impact response times. Poor pavement conditions can also increase the number of accidents. Whether it's your child traveling to school on the bus or mom and dad commuting back and forth to work, it will require additional investment to maintain a safe transportation system.



The transit scenario is troubling, too. Many vehicles are operating past their useful age, which could lead to more frequent breakdowns. There are also infrastructure issues. The substations that deliver power to the rails, subways, and trolleys date back to the 1930s. They can't last forever. Nor can our transit bridges. SEPTA bridges that serve the Norristown High Speed Line, Elwyn, and Chestnut Hill West lines could be closed without additional funding.

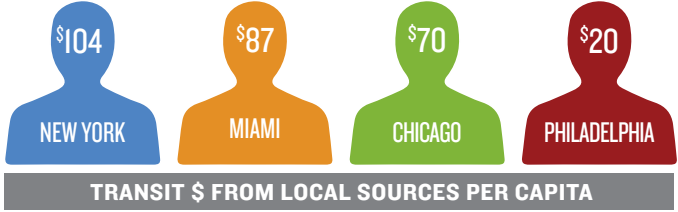
Are other regions facing the same issues?

Yes and no. And some more severely than others.

Transportation infrastructure is a national problem. Over the last 10 years, the United States has dropped from 5th internationally when it comes to infrastructure quality.



A modern, well-maintained transportation system is important to our region's economic growth. For example, other regions contribute 3 to 5 times more per capita in local funding to their transit systems than we do and we need to keep up.

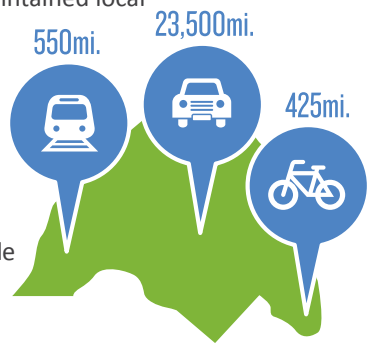


We have more choices in getting around Greater Philadelphia.

Our region is home to roads, subways, trains, trolleys, and bike and pedestrian paths. Choice of commute is one of the best things about living in our region.

The Greater Philadelphia region is home to:

- 550 miles of regional rail, trolley, and subway tracks.
- 23,500 miles of roads of which 19% are state-maintained freeways and major roads, 80% are borough and town-maintained local roads, and less than 1% are freeways and bridges maintained by toll authorities
- Approximately 425 miles of mixed use bike and pedestrian trails that provide healthier commuting alternatives and reduce road and rail travel.



TRANSPORTATION FACT SHEET

What's changed about our system and our situation?

A lot. Our region has grown. Some of the changes have been for the better. Between 2000 and 2010, more than 238,000 additional people now call our region their home. And when it comes to transportation projects, there have been improvements, too.



Pennsylvania Improvements

- A new 9-mile multimodal US 202 Parkway connecting Montgomeryville and Doylestown
- Reconstruction and safety improvements of the PA 309 Expressway between Cheltenham Road and PA 63
- Installation of Intelligent Transportation Systems along I-95 and I-76, including message signs to inform motorists
- New access ramps connecting I-76 and Henderson Road (funded through the American Recovery and Reinvestment Act (ARRA))
- Rehabilitated Spring Garden and Girard Stations along the Broad Street Line (funded through ARRA)
- New Silverliner V regional rail cars assembled in South Philadelphia

New Jersey Improvements

- Elimination of the Marlton Circle and grade separation of NJ 70 and NJ 73
- Mullica Hill Bypass to reduce traffic congestion
- Pennsauken Transportation Center creating a direct connection between the RiverLine and Atlantic City Rail Line (funded through ARRA)

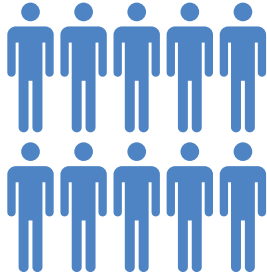
However, several of these improvements were paid for by a one-time economic stimulus program. And a bond issuance in 2008, now spent, was used to fund PennDOT's accelerated program to repair critical bridges across the state.

We have 84 fewer deficient bridges than we did five years ago but we still have 640 structurally deficient bridges. We also have 1,910 lane miles in the region that are in poor condition.

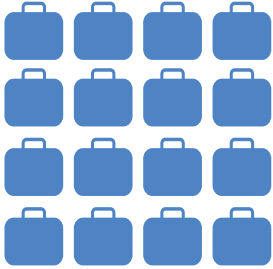


What does our future hold?

With our region expected to gain 600,000 residents, add 300,000 jobs, and experience a doubling of freight traffic by 2040, we can expect more and more people to be traveling our roads and taking transit. That's more wear and tear, more congestion, and more frustration.



**+600,000
RESIDENTS**



**+300,000
JOBS**

We don't have the funds to maintain the system we have now. And we especially don't have funding to address our transportation needs in the future. We need to start finding better ways to maintain and modernize our network now, so we don't face more problems down the road.



INVESTING in
our ROADS, RAILS, & REGION

TRANSPORTATION FACT SHEET



What are the opportunities for our region?

This isn't something we're facing alone. Transportation funding is a national problem. In other regions people have put possible solutions on the table. Our region is unique. We need to start developing solutions that work for us. You can be a part of it.

When we rebuild our infrastructure, everyone wins. Transportation investments provide tangible benefits by increasing economic activity, promoting job creation, improving safety, and reducing the amount of money we spend on maintaining our automobiles and time spent sitting in traffic. This adds up to more money in your pocket and more time to spend with family and friends.

Share the story.

Get your friends, family, and community leaders on board. We all have a say in how we keep our region moving forward. Help shape the future of Greater Philadelphia through DVRPC's **Choices & Voices** web game.

This interactive web application allows you to decide how we should plan for future development, create a budget and make transportation investments. You'll see how the choices we make will impact our region's landscape, transportation systems, environment, and even economic opportunities. You can even see how your vision for the future of our region compares with others.

Make your choice. Use your voice. Plan the future of Greater Philadelphia.

CONNECTIONS 2040 CHOICES & VOICES
CREATE YOUR VISION FOR GREATER PHILADELPHIA

Navigation: Introduction | How Should We Grow? | Transportation Funding | Transportation Projects | Results

Introduction

The Greater Philadelphia region is expected to grow by 600,000 residents and 300,000 jobs between now and 2040. *Choices & Voices* allows you to develop your own vision for growth in the region by determining your preferred future building pattern and investigating funding options for the transportation projects you would like to see happen over the next 27 years.

Transportation is the backbone of our region's economy. Maintenance and expansion of the system is critical for our region's economic competitiveness and our quality of life. There is increasing awareness that the character and location of the communities we build has a substantial impact on the quality and efficiency of our transportation system. Thus, it is critical that our transportation network and our development choices be compatible. However, much of our transportation infrastructure is in poor condition, and future funding levels are tied to the gas tax which decreases in purchasing power every year.

On the upper-right part of the screen is a map of the Greater Philadelphia nine-county region. As you answer questions, this map will reflect how your choices would influence development patterns in the region. New development will be shown in red. The more red you see, the more acres your scenario develops.

Below this map, is a series of indicators that display information related to our current development and transportation patterns. These regional measures will change depending on the choices you make in your scenario. Use these indicators to guide your decision making and help you to better understand how the decisions we collectively make today will impact our future. The results are based on regional trends, forecasts, and modeling. These results are not absolute; many other factors, such as quality of schools, housing affordability, technology, and proximity to work will ultimately impact location decisions. This exercise is intended to illustrate the impacts of development and transportation investments so that we are able to better consider and prepare for the future.

Once you are satisfied with your scenario, you will have the option to submit it to DVRPC and add your voice to the vision for Greater Philadelphia in 2040.

Let's get started envisioning Greater Philadelphia's future!

THE REGION TODAY...

TODAY	2040
790,600	Acres Developed
7,370	Vehicle Miles Driven
85	Biking & Walking Trips
58	Transit Trips
15.1%	Poor Road Condition
27.2%	Poor Transit Condition
\$12,630	Transportation & Energy Costs
21.8	Hours of Congestion
7.6	Greenhouse Gas Emissions
6.8	Road Fatalities

NEXT

WHICH WAY NOW? Investing in our roads, rails, and region. Data collected and provided by the Delaware Valley Regional Planning Commission (DVRPC) as part of Connections 2040, a long-range plan guiding the future growth and development of the Greater Philadelphia Valley.

Get the facts at: www.dvrpc.org/WhichWayNow | Learn more about the Long-Range Plan at: www.dvrpc.org/Connections2040