

KTFC message points

November 2013 Update

- After several years of sustained efforts by many people and organizations, Pennsylvania has enacted a comprehensive, multimodal measure that goes a long way toward addressing the Commonwealth's transportation funding needs.
- The measure passed with bipartisan support. While not a perfect solution, its benefits far outweigh any shortcomings. For the first time, Pennsylvania has transportation funding mechanisms that will grow with inflation, thus breaking the cycle of addressing funding crises every decade or so.
- For the most part, the revenue is generated from user fees, meaning that those who use the transportation system most will pay a greater amount for its upkeep.
- The measure eventually will generate an additional \$2.3 billion per year. While this is approximately half of the recognized funding gap, it will enable the state to begin reversing the deterioration of our transportation system, improving safety and relieving congestion.
- This level of funding will create 50,000 new jobs in Pennsylvania, 58 percent of which will be in industries other than highway construction. It also prevented the loss of nearly 10,000 jobs in all sectors of the economy.
- Once the designs are completed, PennDOT will be able to begin removing weight restrictions that have been placed on many of more than 1,000 bridges in recent months.
- The Transportation Funding Advisory Commission report of 2010 suggested a series of government efficiency or "modernization" strategies, nearly all of which have either been adopted or are in the process of adoption by PennDOT. This assures that the new revenue will be spent efficiently and wisely.
- The cost to the average motorist – driving 12,000 miles per year in a car that gets 25 miles per gallon – will be about \$2.50 per week once the program is phased in over five years.
- The public has consistently shown support for this plan, as seen in ongoing public opinion polling, when informed of the following benefits:
 - Safer travel. Roadway conditions are a factor in more than 50 percent of fatal traffic accidents, and many of these problems can be solved with inexpensive fixes.
 - Congestion relief. A less congested transportation system will enable families to spend more time together, as well as make roads safer.
 - Alternative transportation modes. Public transportation, passenger rail and bicycle and pedestrian opportunities will help ease highway congestion.
 - Jobs. Improvements to our ports, rail, and roads will create tens of thousands of jobs, mostly in industries other than highway construction.
 - Pennsylvania-specific economic benefits. Nearly all of the money spent on highways and transportation construction stays in Pennsylvania, creating jobs and boosting Pennsylvania's economy.
- For many Pennsylvanians, the cost of doing nothing was greater than the cost of addressing the problem. A national transportation research organization estimated that some Pennsylvanians waste as much as \$2,900 per year in time and fuel because of congestion.
- Those who claim the state could have addressed its transportation funding needs by "reprioritizing" its spending, or who suggested that the revenue can be redirected for other purposes, are ill-informed at best and disingenuous at worst. In the end, efforts to block a solution were defeated by bipartisan majorities in the Senate and the House.
