HAWAII

Current Condition of Transportation:

- 13% of HI's major roads are in poor condition[1]
  - Costs each Hawaiian motorist $544 a year in extra maintenance [2]
  - A total of 550 lives were lost on HI's highways from 2009 to 2013[3]
- Vehicle travel on HI's highways increased 25% from 1990-2013[4] while the state population grew by 26% in that time[5]
- 47% of HI's major highways are congested. [6]
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:

- 47% of the $22b in goods shipped annually within HI traveled by truck across the state's vast highway infrastructure[7]

Need for Federal Investment:

- Nearly 79% federal share of Hawaii Highway Capital Program[8]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[9]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act → ***What this does for Hawaii***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - HI's 61 structurally deficient bridges - 42% of Hawaii's bridges are rated as structurally deficient or functionally obsolete[10]

Improve Commerce:

- Over the life of the bill (FY2016-FY2020) Act, HI will receive $26,926,286 in addition to growth of the existing programs for freight.

---

[1] TRIP
[2] TRIP
[3] FHWA
[4] TRIP
[5] US Census
[6] TRIP
[7] TRIP
[8] ARTBA
[9] AASHTO and FHWA
[10] FHWA

- 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, HI, 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: $1,116,548,973 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
    a. Saddle Road extension to Queen Kaahumanu Highway: would significantly lesson congestion in West Hawaii[11]
    b. Kawaihae Bypass: On project lists for years, the construction of the bypass would significantly lesson congestion in Kawaihae[12]

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on HI's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase HI's ability to efficiently finish projects.
- FAST gives HI the ability to prepare for the next 50 years. With a focus on innovation, HI can better deploy technology to improve the state transportation network.

[11] http://www.westhawaiitoday.com/news/local-news/20-year-highway-plan-short-funds
[12] http://www.westhawaiitoday.com/news/local-news/20-year-highway-plan-short-funds