

OREGON

Current Condition:

- 16% of state's major urban roads are in poor condition¹
 - \$967M a year in cost to motorists from driving on roads in need of repair²
-\$349 per year for motorists
 - A total of 1,674 people died on highways from 2009 through 2013³
- Oregon's population grew by 37% between 1990 and 2013⁴
- Vehicle travel on state highways increased by 26% from 1990 to 2013⁵
- 42% of state's urban highways are congested⁶
 - Congestion costs motorists \$121B a year in wasted time and fuel costs⁷

Commerce:

- 69% of the \$147 billion worth of commodities delivered annually from sites in Oregon is transported by trucks on the state's highways.⁸

Need for Federal Investment:

- 57% Federal share of OR Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹⁰
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - OR's 439 structurally deficient bridges¹¹
 - 23% of Oregon's bridges are structurally deficient or functionally obsolete¹²

¹ TRIP

² Ibid.

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² Ibid.

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), OR will receive \$79,823,401 in addition to growth of the existing programs for freight.
- 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, OR, 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: \$3,158,277,615 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - I-5 Pacific Highway Construction and Maintenance: Over five projects are set to complete along the highway by the end of 2016. These include a bridge widening, the inclusion of new traffic signage, road improvements, and ramp or interchange improvements¹³
 - Old Youngs Bay and Lewis & Clark Bridges: The intensive reconstruction project is hoped to be completed before 2018, and will include repairs, new windows and doors, and reconstruction of the west approach of U.S. 101 at both bridges¹⁴
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on OR'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 OR's ability to efficiently finish projects.
- FAST gives OR the ability to prepare for the next 50 years. With a focus on innovation, OR can better deploy technology to improve the state transportation network.

¹³ http://www.oregon.gov/ODOT/COMM/docs/2015_ConstructionMap_MapPanel.pdf

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