

# WEST VIRGINIA (Sen. Capito and Manchin)

## Current Condition of Transportation:

- 28% of West Virginia's major roads are in poor condition<sup>1</sup>
  - Driving on roads in need of repair costs West Virginia motorists \$715m a year, or \$575 a year per motorist<sup>2</sup>
  - Between 2009 and 2013, a total of 1,679 lives were lost on the state's roads<sup>3</sup>
  - Motor vehicle crashes cost West Virginia \$1.2b per year, \$701 for each resident, in medical costs, lost productivity, travel delays, and other related costs<sup>4</sup>
- Due to a lack of transportation funding, the number of miles of roadway in poor condition in the state is projected to increase from 21% to 34% by 2023<sup>5</sup>
- 5% of West Virginia's major urban roads are congested during peak travel times<sup>6</sup>
- Congestion in America costs motorists \$121b annually in wasted fuel

## Current Condition of Commerce:

- Each year, 65% of the \$50 billion worth of commodities delivered annually from sites in West Virginia is transported by trucks on the state's highways<sup>7</sup>

## Need for Federal Investment:

- 58% Federal share of West Virginia's Highway Capital Program.<sup>8</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>9</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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## **DRIVE Act** → *What this does for West Virginia*

### Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
  - WV's 960 structurally deficient bridges.<sup>10</sup>
  - 35% of West Virginia's bridges are structurally deficient or functionally obsolete<sup>11</sup>

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<sup>1</sup> TRIP

<sup>2</sup> Ibid

<sup>3</sup> FHWA

<sup>4</sup> TRIP

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> ARTBA

<sup>9</sup> AASHTO and FHWA

<sup>10</sup> FHWA

<sup>11</sup> Ibid.

### Improving Commerce:

- In the first 3 years of the DRIVE Act, WV will receive \$58,356,936 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

### Long-Term 6-Year Certainty:

- Total share for first 3 years of DRIVE Act: \$1,927,878,906 that the state would not get otherwise.
- *Major Projects in jeopardy:*
  - **Construction of Corridor H**<sup>12</sup>: Needed to increase economic development and tourism, and to enhance vehicle safety<sup>13</sup>
  - **King Coal Highway**<sup>14</sup>: A project developed in 1999 to connect multiple counties along existing US Route 52. Needs further federal funding for completion<sup>15</sup>
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase WV's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on WV's ability to properly plan and budget for transportation projects.
- DRIVE gives WV the ability to prepare for the next 50 years. With a focus on innovation, WV can better deploy technology to improve the state transportation network.

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<sup>12</sup> AASHTO

<sup>13</sup> <http://www.wvcorridorh.com/route/route.html>

<sup>14</sup> AASHTO

<sup>15</sup> <http://www.wvkingcoal.com/default.aspx>