

# UTAH

## Current Transportation Condition:

- 13% of major roads are in poor condition<sup>1</sup>
  - ASCE road grade of B+ <sup>2</sup>
  - Costing motorists \$758m a year - \$424 per motorist<sup>3</sup>
  - Total of 220 people died on state highways in 2013<sup>4</sup>
- Vehicle travel on UT's highways has increased by 84% from 1990-2013<sup>5</sup>, while the population grew by 66 percent.<sup>6</sup>
- Congestion costs American motorists \$121b a year in wasted time and fuel costs<sup>7</sup>

## Commerce:

- 60% of the \$107b in commodities delivered annually from sites in UT is transported by trucks on the state's highways.<sup>8</sup>

## Need for Federal Investment

- 28% Federal share of UT Highway Capital Program<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>10</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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## **FAST Act**    **→**    *What this does for Utah*

### Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - UT's 102 structurally deficient bridges - 13.9% are structurally deficient or functionally obsolete<sup>11</sup>
  - Current ASCE bridge grade of B+ <sup>12</sup>

### Improving Commerce:

- Over the life of the bill (FY2016-FY2020), UT will receive \$55,337,562 in addition to growth of the existing programs for freight.

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<sup>1</sup> TRIP

<sup>2</sup> ASCE

<sup>3</sup> TRIP

<sup>4</sup> FHWA

<sup>5</sup> TRIP

<sup>6</sup> US Census

<sup>7</sup> TRIP.

<sup>8</sup> TRIP.

<sup>9</sup> AASHTO

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

<sup>12</sup> ASCE

- 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, VA 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: \$2,216,298,400 that the state would not get otherwise.
- 70 projects at risk without federal investment <sup>13</sup>
- Major Projects that can benefit from the FAST Act:
  - o US-91; Sardine Summit to SR-23
  - o Bus Rapid Transit - Provo/Orem
  - o SR-36; 3 O'Clock Drive to 1000 North - Main Street Reconstruct
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on UT's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase UT's ability to efficiently finish projects.
- FAST gives UT the ability to prepare for the next 50 years. With a focus on innovation, UT can better deploy technology to improve the state transportation network.

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<sup>13</sup> AASHTO