

# WASHINGTON

## Current Transportation Condition:

- 25% of major roads are in poor condition<sup>1</sup>
  - ASCE road grade of D+ <sup>2</sup>
  - Costing motorists \$2.9b a year - \$551 per motorist<sup>3</sup>
  - Total of 436 people died on state highways in 2013<sup>4</sup>
- Vehicle travel on WA's highways has increased by 28% from 1990-2013<sup>5</sup>, while the population grew by 42 percent.<sup>6</sup>
- 27% of WA's major roads are congested.<sup>7</sup>
- Congestion costs American motorists \$121b a year in wasted time and fuel costs<sup>8</sup>

## Commerce:

- 59% of the \$216b in commodities delivered annually from sites in WA is transported by trucks on the state's highways.<sup>9</sup>

## Need for Federal Investment

- 45% Federal share of WA Highway Capital Program<sup>10</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>11</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

---

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

### Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - WA's 382 structurally deficient bridges - 25.78% are structurally deficient or functionally obsolete<sup>12</sup>
  - Current ASCE bridge grade of C- <sup>13</sup>

---

<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> TRIP.

<sup>10</sup> AASHTO

<sup>11</sup> AASHTO and FHWA

<sup>12</sup> FHWA

<sup>13</sup> ASCE

### Improving Commerce:

- Over the life of the bill (FY2016-FY2020), WA will receive \$107,873,727 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, WI 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: \$4,867,794,760 that the state would not get otherwise.
- Major Projects that can benefit from the FAST Act:
  - **Alaskan Way Viaduct in WA** (project has been stalled since December 2013
    - 2-mile tunnel would carry State Route 99 under Downtown Seattle, which would replace 60-year old waterfront highway.
    - Estimated cost of construction is **\$3.1B**
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on WA'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 WA's ability to efficiently finish projects.
- FAST gives WA the ability to prepare for the next 50 years. With a focus on innovation, WA can better deploy technology to improve the state transportation network.