CALIFORNIA (Sen. Boxer and Feinstein)

Current Transportation Condition: ASCE grade of C- [1]

- 34% of state's major urban roads are in poor condition.[2]
  - $17B a year in costs to motorists from driving on roads in need of repair, which is $730 per year for each motorist[3]
  - 3,000 lives were lost as a result of traffic fatalities in CA 2013[4]
- California expected to grow rapidly over next 20 years, some reports even estimating an increase of 10 million residents[5]
- Between 1955 and 2008, the number of vehicle miles traveled (VMT) per year increased 487 percent, while much of the state highway system was built between 1950-70 and is deteriorating at accelerating rate[6]
- 68 percent of California's major urban highways are congested[7].
- Traffic congestion costs American motorists $121 billion a year in wasted time and fuel costs.[8]

Commerce

- 67 percent of the $1.3 trillion worth of commodities delivered annually from sites in California is transported by trucks on the state's highways.

Need for Federal Investment:

- 50% Federal share of CA Highway Capital Program[9]
- 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.

DRIVE Act ⟶ *What this does for California*

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
  - CA's 2,501 structurally deficient bridges - approximately 27% of the state's bridges are structurally deficient or functionally obsolete.[11]

---

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

Improving Commerce:

- In the first 3 years of the DRIVE Act, CA will receive $485,300,074 in addition to growth of the existing programs for freight.
- Prioritizes federal spending on the interstate for projects of national economic interest

Long-term Need:

- Total share for first 3 years of DRIVE Act: $16,181,677,220 that the state would not get otherwise.
- 586 projects at risk without federal investment[12]
- *Project List*:
- **Otay Mesa East**, CA Land Port facility
    - A new 2.5 mile roadway connecting it to highway system and border crossing between San Diego and Tijuana.
    - Cost as much as **$715M**.
    - One of the busiest crossings in the country for commercial trucks – delays costing the US billions of dollars each year, project would significantly help to alleviate bottleneck
    - Interstate 5 Corridor Improvements—planned freeway widening and pavement reconstruction on Interstate 5 to lessen congestion and to reconstruct pavement with 40-year life Continuously Reinforced Pavement[13]

- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase CA's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on CA's ability to properly plan and budget for transportation projects.
- DRIVE gives CA the ability to prepare for the next 50 years. With a focus on innovation, CA can better deploy technology to improve the state transportation network.

[12] AASHTO
[13] http://www.dot.ca.gov/dist10/environmental/projects/i5nstkn/index.htm