UTAH

Current Transportation Condition:

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

Commerce:

- 60% of the $107b in commodities delivered annually from sites in UT is transported by trucks on the state’s highways.\(^8\)

Need for Federal Investment

- 28% Federal share of UT 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.

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\(^11\)
  - Current ASCE bridge grade of B+ \(^12\)

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.

---

\(^1\) TRIP
\(^2\) ASCE
\(^3\) TRIP
\(^4\) FHWA
\(^5\) TRIP
\(^6\) US Census
\(^7\) TRIP.
\(^8\) TRIP.
\(^9\) AASHTO
\(^10\) AASHTO and FHWA
\(^11\) FHWA
\(^12\) 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 13
• Major State 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. 36 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.

13 AASHTO