

UTAH

Current Transportation Condition:

- 13% of major roads are in poor condition¹
 - ASCE road grade of B+ ²
 - Costing motorists \$758m a year - \$424 per motorist³
 - Total of 220 people died on state highways in 2013⁴
- Vehicle travel on UT's highways has increased by 84% from 1990-2013⁵, while the population grew by 66 percent.⁶
- Congestion costs American motorists \$121b a year in wasted time and fuel costs⁷

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 Program⁹
- 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 \longrightarrow *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 obsolete¹¹
 - 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