HAWAII

Current Condition of Transportation:
- 13% of HI’s major roads are in poor condition\(^1\)
  - Costs each Hawaiian motorist $544 a year in extra maintenance \(^2\)
  - A total of 550 lives were lost on HI’s highways from 2009 to 2013\(^3\)
- Vehicle travel on HI’s highways increased 25% from 1990-2013\(^4\) while the state population grew by 26% in that time\(^5\)
- 47% of HI’s major highways are congested. \(^6\)
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:
- 47% of the $22b in goods shipped annually within HI traveled by truck across the state’s vast highway infrastructure\(^7\)

Need for Federal Investment:
- Nearly 79% federal share of Hawaii Highway Capital Program\(^8\)
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.\(^9\)
  - 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 Hawaii

Prioritize bridge reconstruction and safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - HI’s 61 structurally deficient bridges - 42% of Hawaii’s bridges are rated as structurally deficient or functionally obsolete\(^10\)

Improve Commerce:
- Over the life of the bill (FY2016-FY2020) Act, HI will receive $26,926,286 in addition to growth of the existing programs for freight.

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\(^1\) TRIP
\(^2\) TRIP
\(^3\) FHWA
\(^4\) TRIP
\(^5\) US Census
\(^6\) TRIP
\(^7\) TRIP
\(^8\) ARTBA
\(^9\) AASHTO and FHWA
\(^10\) FHWA
• 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, HI, 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: $1,116,548,973 that the state would not get otherwise.

• Major State Projects that can benefit from the FAST Act:
  a. Saddle Road extension to Queen Kaahumanu Highway: would significantly lesson congestion in West Hawaii
  b. Kawaihae Bypass: On project lists for years, the construction of the bypass would significantly lesson congestion in Kawaihae

• FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on HI’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 HI’s ability to efficiently finish projects.

• FAST gives HI the ability to prepare for the next 50 years. With a focus on innovation, HI can better deploy technology to improve the state transportation network.

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