

# CALIFORNIA

## **Current Transportation Condition:** ASCE grade of C- <sup>1</sup>

- 34% of state's major urban roads are in poor condition.<sup>2</sup>
  - \$17B a year in costs to motorists from driving on roads in need of repair, which is \$730 per year for each motorist<sup>3</sup>
  - 3,000 lives were lost as a result of traffic fatalities in CA 2013<sup>4</sup>
- California expected to grow rapidly over next 20 years, some reports even estimating an increase of 10 million residents<sup>5</sup>
- 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<sup>6</sup>
- 68 percent of California's major urban highways are congested<sup>7</sup>.
- Traffic congestion costs American motorists \$121 billion a year in wasted time and fuel costs.<sup>8</sup>

## **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<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>10</sup>
  - 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 California*

### **Prioritize Bridge Reconstruction and Safety:**

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - CA's 2,501 structurally deficient bridges - approximately 27% of the state's bridges are structurally deficient or functionally obsolete.<sup>11</sup>

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<sup>1</sup> ASCE

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> FHWA

<sup>5</sup> US Census

<sup>6</sup> ASCE

<sup>7</sup> TRIP

<sup>8</sup> Ibid.

<sup>9</sup> ARTBA

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

### Improving Commerce:

- Over the life of the bill (FY2016-FY2020), CA will receive \$582,360,087 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, CA, 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: \$26,300,292,428 that the state would not get otherwise.
- 586 projects at risk without federal investment<sup>12</sup>
- Major State Projects that can benefit from the FAST Act:
  - **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<sup>13</sup>
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on CA'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 CA's ability to efficiently finish projects.
- FAST 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.

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<sup>12</sup> AASHTO

<sup>13</sup> <http://www.dot.ca.gov/dist10/environmental/projects/i5nstkn/index.htm>