VIRGINIA

Current Transportation Condition:
- 19% of major roads are in poor condition\(^1\)
  - ASCE road grade of D \(^2\)
  - Costing motorists $2.6b a year - $475 per motorist\(^3\)
  - Total of 740 people died on state highways in 2013\(^4\)
- Vehicle travel on VA’s highways has increased by 84% from 1990-2013\(^5\), while the population grew by 66 percent.\(^6\)
- 33% of VA’s major highways are congested
- Congestion costs American motorists $121b a year in wasted time and fuel costs\(^7\)

Commerce:
- 80% of the $194b in commodities delivered annually from sites in VA is transported by trucks on the state’s highways.\(^8\)

Need for Federal Investment
- 57% Federal share of VA 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 Virginia

Prioritizing Bridge Reconstruction and Safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - VA’s 1,120 structurally deficient bridges – 25.9% are structurally deficient or functionally obsolete\(^11\)
  - Current ASCE bridge grade of C \(^12\)

---

1 TRIP
2 ASCE
3 TRIP
4 FHWA
5 TRIP
6 US Census
7 TRIP.
8 TRIP.
9 ARTBA
10 AASHTO and FHWA
11 FHWA
12 ASCE
Improving Commerce:
- Over the life of the bill (FY2016-FY2020), VA will receive $162,484,018 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, 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: $6,247,466,875 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  - Arlington Memorial Bridge – Emergency lane closures and load limit in light of progressive deterioration (repair work 6-9 months)
  - Cost estimate of $250M
  - Built in 1932 and well beyond its design life.
  - Part of the National highway system – a major evacuation route, and carries more than 68,000 vehicles each day including commuter, residents, dignitaries, and official ceremonies
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on VA’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 VA’s ability to efficiently finish projects.
- FAST gives VA the ability to prepare for the next 50 years. With a focus on innovation, VA can better deploy technology to improve the state transportation network.