

VIRGINIA

Current Transportation Condition:

- 19% of major roads are in poor condition¹
 - ASCE road grade of D ²
 - Costing motorists \$2.6b a year - \$475 per motorist³
 - Total of 740 people died on state highways in 2013⁴
- Vehicle travel on VA's highways has increased by 84% from 1990-2013⁵, 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 costs⁷

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 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 **————>** *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 obsolete¹¹
 - 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 68,00 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.