IDAHO

Current Condition of Transportation:

• Driving on roads in need of repair costs Idaho motorists $568m a year, or $519 a year per motorist\(^1\)
  - ASCE road grade of C-\(^2\)
  - Motor vehicle crashes cost Idaho $856m per year, or $661 for each resident, in medical costs, lost productivity, travel delays, and other costs\(^3\)
  - 214 fatalities in 2013\(^4\)
• 40% of Idaho’s major urban highways are congested\(^5\)
• Vehicle travel on Idaho’s highways increased by 62% from 1990 to 2013, and its population increased by 26%\(^6\)
  - Traffic congestion costs American motorists $121b a year in wasted time and fuel\(^7\)

Commerce:

• 66% of $38b worth of commodities delivered annually from sites in Idaho is transported by trucks on the state’s highways\(^8\)

Need for Federal Investment:

• 68% Federal Share of ID 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 Idaho

Prioritize Bridge Reconstruction and Safety:

• Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - ID’s 406 structurally deficient bridges - 20% of the state’s bridges are structurally deficient or functionally obsolete\(^11\)

---

\(^1\) TRIP  \(^2\) ASCE  \(^3\) TRIP  \(^4\) FHWA  \(^5\) TRIP  \(^6\) Ibid.  \(^7\) Ibid.  \(^8\) Ibid.  \(^9\) AASHTO  \(^10\) AASHTO and FHWA  \(^11\) FHWA
Current ASCE grade of D+\(^{12}\)

**Improving Commerce**
- Over the life of the bill (FY2016-FY2020), ID will receive $45,751,097 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, ID, 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: $1,640,475,943 that the state would not get otherwise.
  - 85 projects at risk without federal investment\(^{13}\)
  - Major State Projects that can benefit from the FAST Act:
    - **Karcher-Middleton Road** safety improvement project, which has been referred to as the “critical intersection” due in large part to its high number of traffic accidents\(^ {14}\)
    - **Bob Barton Rd - 1950E to 2200E, Wendell** - Resurfacing\(^ {15}\)
  - FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on ID’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 ID’s ability to efficiently finish projects.
  - FAST gives ID the ability to prepare for the next 50 years. With a focus on innovation, ID can better deploy technology to improve the state transportation network.

---
\(^{12}\) ASCE  
\(^{13}\) AASHTO  
\(^{14}\) http://www.idahopress.com/members/federal-funding-shortfall-falls-on-other-projects/article_6ff30ea-6d3d-11e4-82c1-93106ebdef0.html  
\(^{15}\) AASHTO