

IDAHO (Sen. Risch and Crapo)

Current Condition of Transportation:

- Driving on roads in need of repair costs Idaho motorists \$568m a year, or \$519 a year per motorist¹
 - 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 costs³
 - 214 fatalities in 2013⁴
- 40% of Idaho's major urban highways are congested⁵
- 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 fuel⁷

Commerce:

- 66% of \$38b worth of commodities delivered annually from sites in Idaho is transported by trucks on the state's highways⁸

Need for Federal Investment:

- 68% Federal Share of ID 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.

DRIVE Act **————>** *What this does for Idaho*

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - ID's 406 structurally deficient bridges - 20% of the state's bridges are structurally deficient or functionally obsolete¹¹
 - Current ASCE grade of D+¹²

¹ TRIP

² ASCE

³ TRIP

⁴ FHWA

⁵ TRIP

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² ASCE

Improving Commerce

- In the first 3 years of the DRIVE Act, ID will receive \$38,125,913 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

Long-Term 6-Year Certainty:

- Total share for first 3 years of DRIVE Act: \$1,261,637,024 that the state would not get otherwise.
- 85 projects at risk without federal investment¹³
- Major Projects in jeopardy:
 - **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 accidents¹⁴
 - **Bob Barton Rd - 1950E to 2200E, Wendell - Resurfacing**¹⁵
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase ID’s ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on ID’s ability to properly plan and budget for transportation projects.
- DRIVE 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.

¹³ AASHTO

¹⁴ http://www.idahopress.com/members/federal-funding-shortfall-falls-on-other-projects/article_6ff380ea-6d3d-11e4-82c1-93106ebdfef0.html

¹⁵ AASHTO