DISTRIBUTION OF COLUMBIA

Current Transportation Condition:
• 31% of major roads are in poor condition\(^1\)
  o Costing motorists $311m a year - $833 per motorists\(^2\)

Need for Federal Investment
• 52% Federal share of DC Highway Capital Program\(^3\)
• National Interstate Backlog of $185.24b on 47,575 miles of interstate.\(^4\)
  o National Highway System (NHS) backlog of $424.5b on 227,224 miles of
  the NHS.

FAST Act \(→\) What this does for DC

Prioritizing Bridge Reconstruction and Safety:
• Expands funding eligibilities to bridges off the NHS in order to reach the
  growing number of deteriorating bridges:
  o DC’s 180 structurally deficient bridges – 71.4% are structurally deficient or
    functionally obsolete\(^5\)

Improving Commerce:
• Over the life of the bill (FY2016-FY2020), DC will receive $25,381,753 in addition
  to growth of the existing programs for freight.
• This new formula-based Freight Program will ensure federal dollars for the
  district by prioritizing spending on interstate for projects in the national
  economic interest.
• In addition to the National Freight Program, DC, 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:

\(^1\) TRIP
\(^2\) FHWA
\(^3\) AASHTO
\(^4\) AASHTO and FHWA
\(^5\) FHWA
• Total share over 5 years of the FAST Act: $1,879,628,310 that the district would not get otherwise.

• FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on DC’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 DC’s ability to efficiently finish projects.

• FAST gives DC the ability to prepare for the next 50 years. With a focus on innovation, DC can better deploy technology to improve the district’s transportation network.