

# KEY FACTS ABOUT WASHINGTON'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

September 2018

Roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel more than two trillion miles annually. But, conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available. Making needed improvements to roads, bridges and public transit could stimulate long-term economic growth as a result of enhanced mobility and access.

Federal funding for surface transportation is provided through the five-year, \$305 billion [Fixing America's Surface Transportation Act \(FAST Act\)](#), which is slated to expire in 2020. Funding provided by the FAST Act falls short of the level needed to improve conditions and meet the nation's mobility needs and does not provide an adequate, sustainable, long-term source of revenue for the federal Highway Trust Fund. President Trump's infrastructure plan, released in February 2018, would provide \$200 billion in new federal grants and loans over 10 years to leverage \$1.5 trillion in total project spending on infrastructure, including surface transportation. State and local governments and the private sector would be required to raise the additional \$1.3 trillion to access the federal grants and loans provided under this initiative. Congress has not yet crafted a transportation program in response to the Trump proposal and would need to identify a long-term, sustainable source of funding to support increased funding for the federal Highway Trust Fund.

## ***Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth***

- Enhancing critical transportation assets will boost the economy in the short-term by creating jobs in construction and related fields. In the long-term these improvements will enhance economic competitiveness and improve the quality of life for the state's residents and visitors by reducing travel delays and transportation costs, improving access and mobility, improving safety, and stimulating sustained job growth.
- The [2015 AASHTO Transportation Bottom Line Report](#) found that annual investment in the nation's roads, highways and bridges needs to increase from \$88 billion to \$120 billion and from \$17 billion to \$43 billion in the nation's public transit systems, to improve conditions and meet the nation's mobility needs. The report also found that the current backlog in needed road, highway and bridge improvements is \$740 billion.
- Highway accessibility was ranked the number one site selection factor in a 2017 survey of corporate executives by [Area Development Magazine](#). Labor costs and the availability of skilled labor, which are both impacted by a site's level of accessibility, were rated second and third, respectively.
- Fifty-five percent of the \$611 billion worth of commodities shipped to and from sites in Washington is transported by trucks on the state's highways. An additional 20 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.



### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Fifty-seven percent of Washington's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Washington motorists \$3.6 billion a year in extra vehicle repairs and operating costs – \$642 per motorist.
- Five percent of Washington's bridges are structurally deficient, meaning there is significant deterioration to the major components of the bridge.
- Fifty-six percent of Washington's urban Interstates experience congestion during peak hours. Traffic congestion costs American motorists \$170 billion a year in wasted time and fuel costs.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Washington's highways increased by 14 percent from 2000 to 2016. Washington's population grew by 26 percent between 2000 and 2017.
- Vehicle travel on America's highways increased by 16 percent from 2000 to 2016, while new road mileage increased by only five percent. The nation's population grew by 15 percent from 2000 to 2017.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- It is estimated that roadway features are likely a contributing factor in approximately one-third of traffic fatalities. There were 537 traffic fatalities in 2016 in Washington. A total of 2,447 people died on Washington's highways from 2012 through 2016.
- Washington's traffic fatality rate of 0.88 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.18. The fatality rate on the state's rural non-Interstate roads is disproportionately higher than that on all other roads in the state (1.67 fatalities per 100 million miles of travel vs. 0.68).
- Motor vehicle crashes in which roadway design was likely a contributing factor cost Washington motorists \$201 million per year in medical costs, lost productivity, travel delay, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census Bureau, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration, the Congressional Budget Office, AASHTO and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

