

The Region's Highway and Bridge Infrastructure



COG Board of Directors
July 9, 2014



Importance of Highways and Bridges Infrastructure

8 of 10 Daily Person Trips in the Region are by Auto

Total Daily Vehicle Miles Travel (VMT) is 120 Million Miles per Day

Heavy and Medium Trucks account for about 8% of this Daily VMT

- Movement of People and Goods
- Economic Competiveness
- Public Safety
- Quality of Life



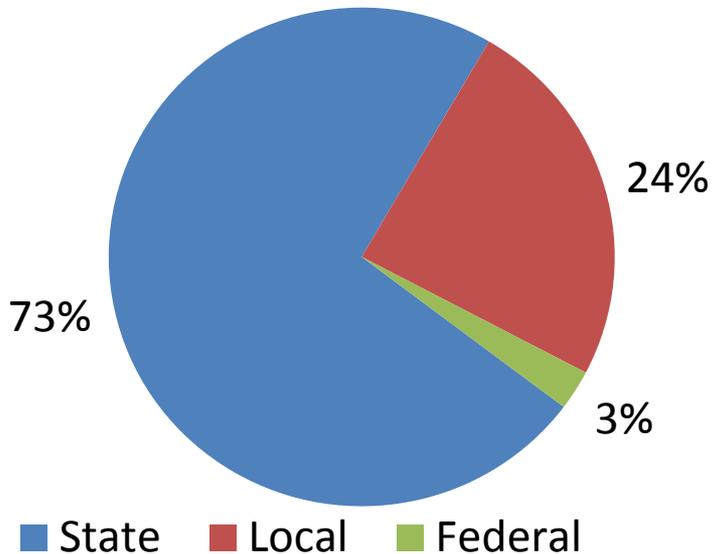
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Highway Infrastructure

Highway Ownership



Highway Inventory

- 1,544 lane miles of Interstate Highways
- 4,450 lane miles of Principal Arterial Roadways
- 3,884 lane miles of Minor Arterials & Collector Roads

In addition, there are about 25,000 lane miles of Local Streets



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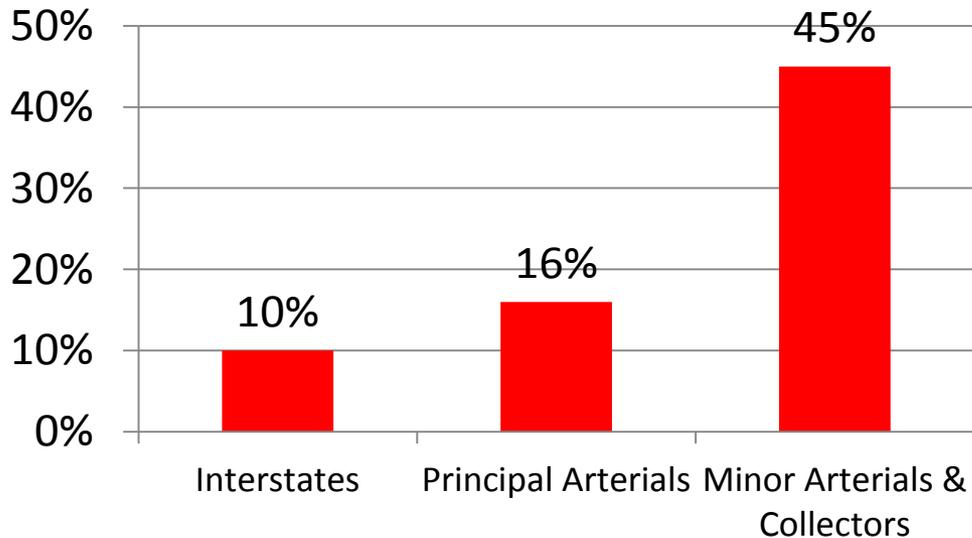


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Highway Pavement Conditions

Only about 78% of daily highway travel is on roads with Good or Acceptable Ride Quality

% of Lane Miles with Deficient Pavement (Ride Quality)



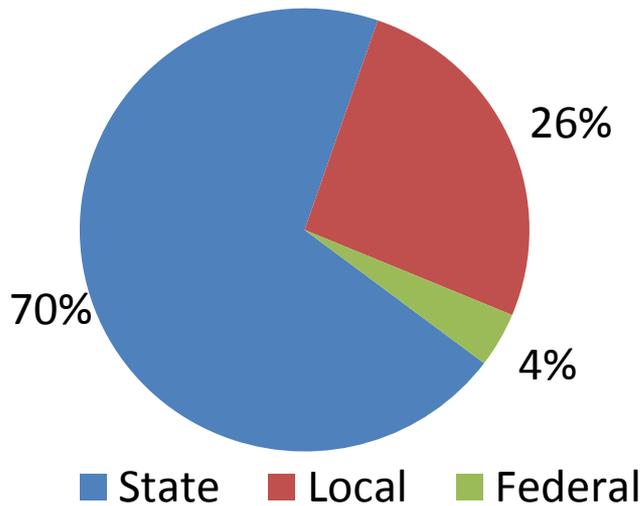
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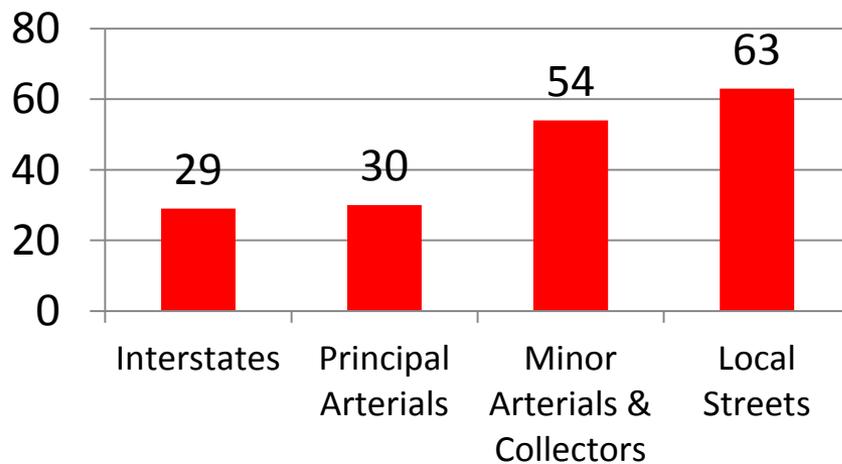
- There are 3,331 Bridges in the Region
- About 1.4 Million Vehicles Cross the Potomac and Anacostia Bridges each day

Bridge Ownership



Bridge Conditions

of Structurally Deficient Bridges



- 176 Bridges or about 5% of all Bridges in the Region have been rated as “Structurally Deficient”
- Nationally, about 11% of all Bridges are rated as “Structurally Deficient”



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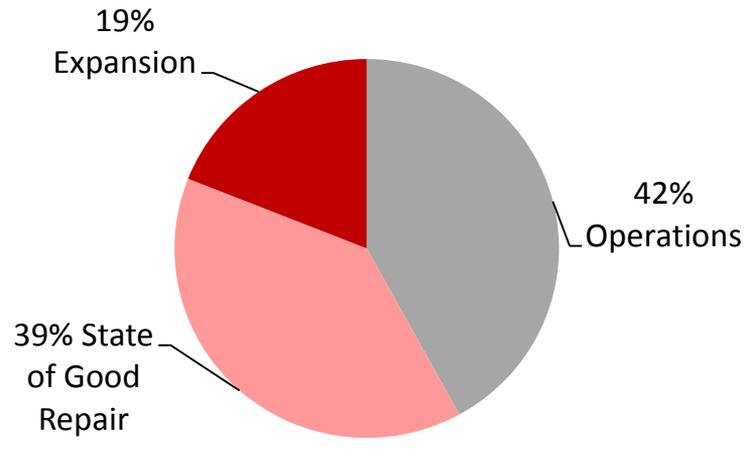
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Expenditures on Highway and Bridge Infrastructure



Region is expected to spend \$100 Billion on Highways and Bridges over the next 25 years

Estimated 2015-2040 Highway & Bridge Expenditures = \$100 Billion



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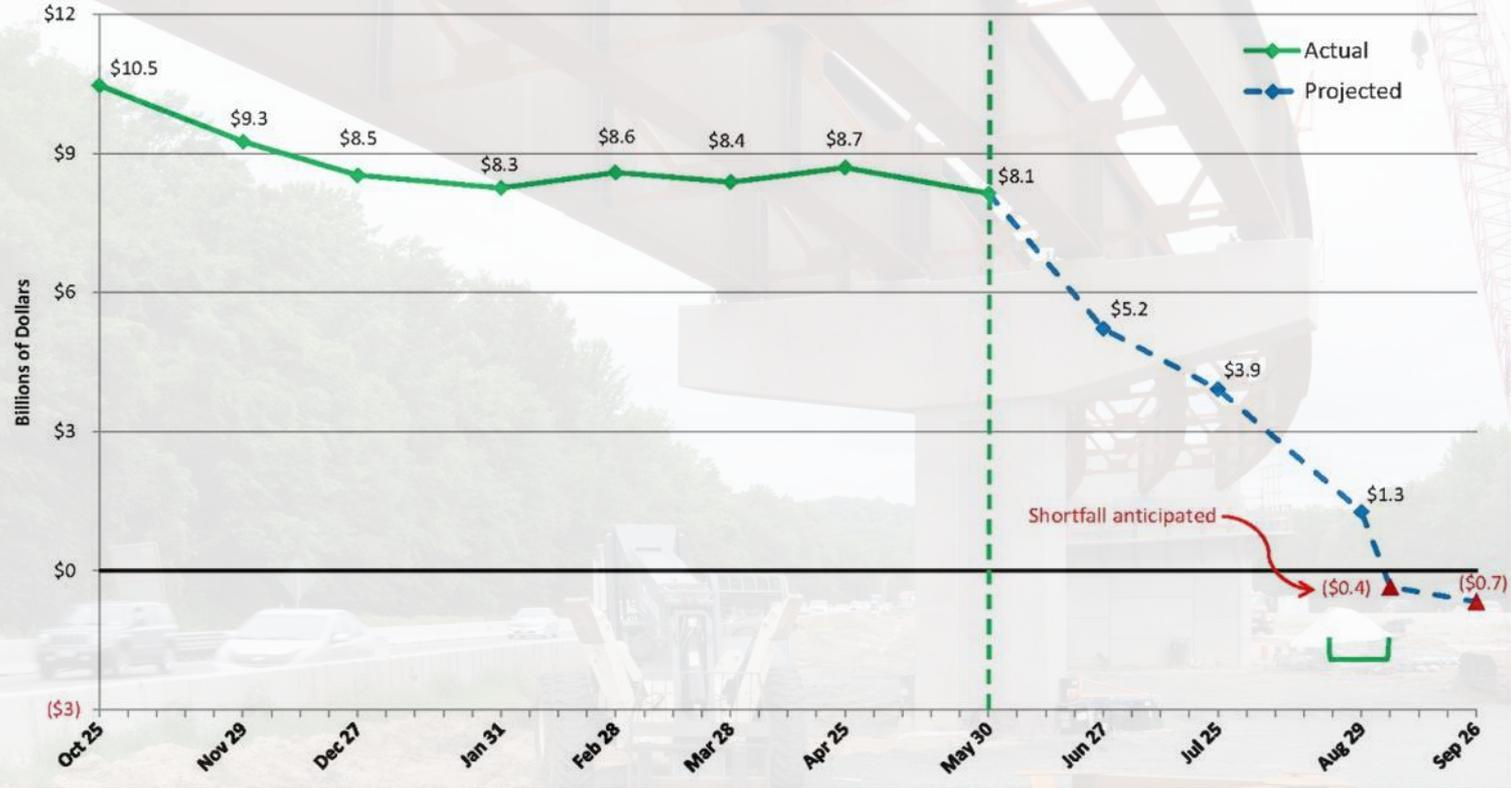


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Highway Trust Fund also in Need of Serious Repair

FY 2014 Projected Estimates for End-of-Month Cash Balances (as of 5/30/2014) ^{1/ 2/ 3/}

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)



1/ Graph reflects actual data through 5/30/14 and end-of-month projections for the remainder of the fiscal year.

2/ Total receipt and outlay projections are based on FY 2015 President's Budget Baseline assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA



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Highway and Bridge Infrastructure Issues

- Federal Highway Trust Insolvency
- Projected Growth in Daily Vehicle Miles of Travel
- Region's Economic Competiveness
- Quality of Life



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