# MICHIGAN

**Current Condition of Transportation**:

- 41% of MI's major roads are in poor condition[1]
  - ASCE grade of D[2]
  - Costs each Michigan motorist $686 a year in extra maintenance [3]
  - A total of 4,587 lives were lost on MI's highways from 2009 to 2013[4]
- Vehicle travel on MI's highways increased 17% from 1990-2013 while the state population grew by 6% in that time[5]
- 39% of MI's major highway are congested
- Congestion in America costs motorists $121b annually in wasted fuel

**Commerce**:

- Each year, 74% of the $409b in goods shipped within MI traveled by truck across the state's vast highway infrastructure.

**Need for Federal Investment**:

- 85% federal share of Michigan Highway Capital Program[6]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate[7]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS

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**FAST Act** → ***What this does for Michigan***

**Prioritize bridge reconstruction and safety**:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - MI's 1,295 structurally deficient bridges - 28% of Michigan's bridges are rated as structurally deficient or functionally obsolete [8]

**Improves Commerce**:

- Over the life of the bill (FY2016-FY2020), MI will receive $167,704,024 in addition to growth of the existing programs for freight.

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[1] TRIP
[2] ASCE
[3] TRIP
[4] FHWA
[5] TRIP
[6] AASHTO
[7] AASHTO and FHWA
[8] FHWA

- 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, MI, 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: $6,274,148,461 that the state would not get otherwise.
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on MI's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase MI's ability to efficiently finish projects.
- FAST gives MI the ability to prepare for the next 50 years. With a focus on innovation, MI can better deploy technology to improve the state transportation network.