

NEVADA

Current Transportation Condition:

- ASCE transportation grade of C-¹
- 10% of major roads are in poor condition
 - Costing motorists \$544m a year - \$315 per motorists²
 - Total of 216 people died on state highways in 2013³
- Vehicle travel on NV's highways has increased by 141% from 1990-2013,⁴ while the population grew by 130 percent.⁵
- 59% of NV's major highways are congested⁶
 - Traffic congestion costs American motorists \$121b a year in wasted time and fuel⁷

Commerce:

- 78% of the \$53b in commodities delivered annually from sites in Nevada is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 49% Federal share of NV 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.

FAST Act **————→** *What this does for Nevada*

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - Nevada's 34 structurally deficient bridges - 13% are structurally deficient or functionally obsolete¹¹

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ ARTBA

¹⁰ AASHTO and FHWA

¹¹ FHWA

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NV will receive \$57,884,877 in addition to growth of the existing programs for freight.
- 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, NV, 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: \$2,228,027,626 that the state would not get otherwise.
- 60 projects at risk without federal investment¹²
- Major State Projects that can benefit from the FAST Act:
 - **Project Neon:** will widen 3.7 miles of Nevada's busiest freeway, I-15, which will significantly improve traffic flow and safety along the highway I-15 North Part 2 - Packages A,C,D¹³
 - **Boulder City Bypass:** First phase and segment of the I-11 corridor connecting Las Vegas with Phoenix, will be financed primarily with federal funds¹⁴
 - I-580 Carson City Freeway - Phase 2B-3
 - US 95, Phase 3A - NE and SW Ramps
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on NV'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 NV's ability to efficiently finish projects.
- FAST gives NV the ability to prepare for the next 50 years. With a focus on innovation, NV can better deploy technology to improve the state transportation network.

¹² AASHTO

¹³ (<http://www.rgj.com/story/news/2015/02/27/federal-dysfunction-hurt-northern-nevada-road-projects/24090011/>)

¹⁴ (<http://www.rgj.com/story/news/2015/02/27/federal-dysfunction-hurt-northern-nevada-road-projects/24090011/>)