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

DRIVE Act ⟶ *What this does for Michigan*

Prioritize bridge reconstruction and safety:

- Increased bridge set aside funding for:
  - MI's 1,295 structurally deficient bridges - 28% of Michigan's bridges are rated as structurally deficient or functionally obsolete [8]

Improves Commerce:

- FY 16 Dedicated funding for freight program: $53,239,372
- Prioritizes federal spending on the interstate for projects in the national interest

Long-Term 6-Year Certainty:

- Total FY16 share of Authorization: $1,090,988,874

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

- 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.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on MI's ability to properly plan and budget for transportation projects.
- DRIVE 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.