

GEORGIA

Current Condition of Transportation:

- 17% of GA's major roads are in poor condition¹
 - ASCE road grade of C-²
 - Costs each Georgian motorist \$371 a year in extra maintenance³
 - A total of 6,122 lives were lost on GA's highways from 2009 to 2013⁴
- Vehicle travel on GA's highways increased 50% from 1990-2013⁵ while the state population grew by 53% in that time⁶
- 56% of GA's major highways are congested.⁷
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- Annually, 84% of the \$378b in goods shipped within GA traveled by truck across the state's vast highway infrastructure⁸

Need for Federal Investment:

- Nearly 76% federal share of Georgia 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 Georgia*

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - GA's 785 structurally deficient bridges - 16% of Georgia's bridges are rated as structurally deficient or functionally obsolete¹¹
 - Current ASCE road grade of C-¹²

¹ TRIP

² ASCE

³ TRIP

⁴ FHWA

⁵ TRIP

⁶ US Census

⁷ TRIP

⁸ TRIP

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² ASCE

Improve Commerce:

- Over the life of the bill (FY2016-FY2020), GA will receive \$ 206,462,334 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, GA, 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: \$7,791,605,029 that the state would not get otherwise.
- 683 projects are at risk with lack of federal investment¹³
- Major State Projects that can benefit from the FAST Act:
 - a. Forsyth County: CR 455/Bethelview Road from CR 8/Castleberry Road to SR 20 (Reconstruction/Rehabilitation)
 - b. Clarke/Oglethorpe Counties: SR 10 from CR 166/Whit Davis Clarke to CR 26/Smokey/Oglethorpe (Reconstruction/Rehabilitation)
 - c. Dooly County: I-75 @ SR 27, Widen Bridge Ramps (Reconstruction/Rehabilitation)¹⁴
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on GA's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase GA's ability to efficiently finish projects.
- FAST gives GA the ability to prepare for the next 50 years. With a focus on innovation, GA can better deploy technology to improve the state transportation network.

¹³ AASHTO

¹⁴ AASHTO