FLORIDA

Current Condition of Transportation:

- 11% of FL's major roads are in poor condition[1]
  - ASCE road grade of C[2]
  - Costs each Florida motorist $325 a year in extra maintenance [3]
  - A total of 12,232 lives were lost on FL's highways from 2009 to 2013[4]
- Vehicle travel on FL's highways increased 75% from 1990-2013[5] while the state population grew by 49% in that time[6]
- 47% of FL's major highways are congested. [7]
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:

- 77% of the $400b worth of commodities delivered annually from sites in Florida is transported by trucks on the state's highways[8]

Need for Federal Investment:

- Nearly 39% federal share of Florida Highway Capital Program[9]
- 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 Florida***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - FL's 243 structurally deficient bridges -17% of Florida's bridges are rated as structurally deficient or functionally obsolete[11]
  - Current ASCE bridge grade of B[12]

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[1] TRIP
[2] ASCE
[3] TRIP
[4] FHWA
[5] TRIP
[6] US Census
[7] TRIP
[8] TRIP
[9] ARTBA
[10] AASHTO and FHWA
[11] FHWA
[12] ASCE

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), FL will receive $301,452,866 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, FL, 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: $11,965,610,453 that the state would not get otherwise.
- 1,250 projects are at risk with lack of federal investment
- Major State Projects that can benefit from the FAST Act:
    a. Expansion of the I-95 express lanes into Broward County[13]: creating express lanes either way in Miami-Dade and Broward
    b. Express lanes underway on Interstate 75: a $700 million project being constructed in phases[14]
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on FL'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 FL's ability to efficiently finish projects.
- FAST gives FL the ability to prepare for the next 50 years. With a focus on innovation, FL can better deploy technology to improve the state transportation network.

[13] http://wlrn.org/post/fdot-florida-relatively-good-shape-if-highway-trust-fund-goes-broke
[14] http://articles.sun-sentinel.com/2014-07-19/news/fl-broward-federal-highway-money-20140719_1_transportation-projects-federal-money-transit-projects