

TENNESSEE

Current Transportation Condition:

- 7% of major roads are in poor condition¹
 - ASCE road grade of B-²
 - Costing motorists \$1.3b a year - \$278 per motorist³
 - Total of 995 people died on state highways in 2013⁴
- Vehicle travel on TN's highways has increased by 52% from 1990-2013⁵, while the population grew by 32 percent.⁶
- 43% of TN's major roads are congested.⁷
- Congestion costs American motorists \$121b a year in wasted time and fuel costs⁸

Commerce:

- 82% of the \$433b in commodities delivered annually from sites in TN is transported by trucks on the state's highways.⁹

Need for Federal Investment

- 53% Federal share of TN Highway Capital Program¹⁰
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹¹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - TN's 1,083 structurally deficient bridges - 19.7% are structurally deficient or functionally obsolete¹²
 - Current ASCE bridge grade of B-¹³

¹ TRIP

² ASCE

³ TRIP

⁴ FHWA

⁵ TRIP

⁶ US Census

⁷ TRIP.

⁸ TRIP.

⁹ TRIP.

¹⁰ AASHTO

¹¹ AASHTO and FHWA

¹² FHWA

¹³ ASCE

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), TN will receive \$135,164,833 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, TN 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: \$4,930,959,355 that the state would not get otherwise.
- 59 projects at risk without federal investment ¹⁴
- Major Projects that can benefit from the FAST Act:
 - o I-69 - Four Lane divided freeway on new location
 - o I-65 - Proposed New Interstate Interchange
 - o SR-29 - Widen Portion From Two to Four Lanes
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on TN'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 TN's ability to efficiently finish projects.
- FAST gives TN the ability to prepare for the next 50 years. With a focus on innovation, TN can better deploy technology to improve the state transportation network.

¹⁴ AASHTO