KANSAS

Current Condition of Transportation:

- 34% of KS's major roads are in poor condition[1]
  - ASCE grade of C+ [2]
  - Costs each Kansas motorist $573 a year in extra maintenance [3]
  - A total of 1,958 lives were lost on KS's highways from 2009 to 2013[4]
- Vehicle travel on KS's highways increased 32% from 1990-2013[5] while the state population grew by 16% in that time[6]
- 18% of KS's major highways are congested. [7]
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:

- Each year, 71% of the $149b in goods shipped within KS travel by truck across the state's vast highway infrastructure[8]

Need for Federal Investment:

- 49% federal share of Kansas 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 Kansas***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - KS's 2,416 structurally deficient bridges - 17% of Kansas's bridges are rated as structurally deficient or functionally obsolete[11]
  - Current ASCE bridge grade of D+ [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] http://www.infrastructurereportcard.org/kansas/kansas-overview/
[12] ASCE

Improves Commerce:

- Over the life of the bill (FY2016-FY2020), KS will receive $60,478,139 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, KS, 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: $2,187,461,299 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
    a. Interchange of I-235 and Kellogg in Wichita: expansion estimated to cost $116m
    b. East Kellogg at the Kansas Turnpike: construction needed to upgrade the existing infrastructure[13]

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on KS'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 KS's ability to efficiently finish projects.
- FAST gives KS the ability to prepare for the next 50 years. With a focus on innovation, KS can better deploy technology to improve the state transportation network.

[13] http://www.kansas.com/news/politics-government/article4271607.html