

NORTH CAROLINA

Current Transportation Condition:

- ASCE road grade of C¹
- 10% of major roads are in poor condition
 - Costing motorists \$2.3b a year - \$346 per motorists²
 - Total of 1,289 people died on state highways in 2013³
- Vehicle travel on NC's highways has increased by 68% from 1990-2013⁴, while the population grew by 47 percent.⁵
- 54% of NC's major highways are congested⁶
 - Traffic congestion costs American motorists \$121b a year in wasted time and fuel⁷

Commerce:

- 86% of the \$364b in commodities delivered annually from sites in NC is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 50% Federal share of NC 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 North Carolina*

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - NC's 2,199 structurally deficient bridges - 29.44% are structurally deficient or functionally obsolete¹¹
 - Current ASCE bridge grade of C-¹²

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP.

⁷ TRIP

⁸ TRIP

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² ASCE

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NC will receive \$166,840,945 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, NC, 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: \$6,132,120,116 that the state would not get otherwise.
- 531 projects at risk without federal investment¹³
- Major State Projects that can benefit from the FAST Act:
 - I-85 widening in Spartanburg and Cherokee Counties- \$550m estimated cost¹⁴
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on NC'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 NC's ability to efficiently finish projects.
- FAST gives NC the ability to prepare for the next 50 years. With a focus on innovation, NC can better deploy technology to improve the state transportation network.

¹³ AASHTO

¹⁴ <http://www.goupstate.com/article/20131112/ARTICLES/131119902>