LOUISIANA

Current Condition of Transportation:

- 926 miles of interstate[1] – ASCE grade of D[2]
  - Driving on roads in need of repair costs Louisiana motorists $1.3b a year, or $464 a year per motorist[3]
  - Highway fatalities – 722 in 2012[4]
- Congestion and travel delays in some areas will double by 2030 unless capacity is added to the region's transportation systems[5]
- Congestion costs Louisiana drivers $413m annually in wasted fuel (Roads, Bridges, Safety (fatalities), Congestion, Expected increases, etc.)[6]
- Annual vehicle travel increased by 8% from 41.2 billion VMT in 1999 to 44.9 billion VMT in 2009.[7]
- Estimated that in year 2030 overall travel in LA's roadways will increase to 57 billion miles.[8]

Current Condition of Commerce:

- With 8 costal ports and 13 inland ports, freight is crucial to the state's economic competitiveness[9]
- Each year, $140b in goods are shipped from LA, and another $159b are shipped to LA, mostly by trucks[10]
- 50% of the goods shipped to sites in LA and 40% of goods shipped from LA are carried by truck[11]
- Tons of freight flow – 1.1B in 2012[12]
- Ton-miles of freight flow – 583.9B in 2012[13]
- I-49 from New Orleans to Lafayette has earned the name of "America's Energy Corridor" because 80% of the nation's offshore oil and gas supply comes from or through Louisiana, which amounts to 30% of the entire energy consumption in the country[14]

Need for Federal Investment:

- 48% Federal Share of LA Highway Capital Program[15]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[16]

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[1] FHWA
[2] ASCE
[3] Ibid.
[4] FHWA
[5] TRIP
[6] Ibid.
[7] ASCE
[8] Ibid.
[9] TRIP
[10] Ibid.
[11] Ibid.
[12] ASCE
[13] Ibid.
[14] Ibid.
[15] ARTBA
[16] AASHTO and FHWA

- National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ⟶ *What this does for Louisiana*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - LA's 1,827 structurally deficient bridges[17]
  - Current ASCE grade of D+[18]
  - By 2015, approximately 31% of LA's bridges will be more than 50 years old.[19]

Improving Commerce

- Over the life of the bill (FY2016-FY2020), LA will receive $112,213,621 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, LA, 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: $4,036,554,337 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  - The replacement of the Bayou Barataria Bridge on LA 302 in Jefferson Parish
  - Replacement of the Chef Menteur Pass Bridge on US 90 in Orleans Parish
  - Widening of I-10 in Lafayette, Baton Rouge, and New Orleans

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

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[17] FHWA
[18] ASCE
[19] ASCE