Current Condition of Transportation:
- 11% of FL’s major roads are in poor condition
  - ASCE road grade of C
  - Costs each Florida motorist $325 a year in extra maintenance
  - A total of 12,232 lives were lost on FL’s highways from 2009 to 2013
- Vehicle travel on FL’s highways increased 75% from 1990-2013 while the state population grew by 49% in that time
- 47% of FL’s major highways are congested.
  - 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

Need for Federal Investment:
- Nearly 39% federal share of Florida Highway Capital Program
- National Interstate Backlog of $185.24b on 47,575 miles of interstate
  - 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
  - Current ASCE bridge grade of B

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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. 36 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, FAST 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.