

KANSAS

Current Condition of Transportation:

- 34% of KS's major roads are in poor condition¹
 - 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 2013⁴
- Vehicle travel on KS's highways increased 32% from 1990-2013⁵ while the state population grew by 16% in that time⁶
- 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 infrastructure⁸

Need for Federal Investment:

- 49% federal share of Kansas 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 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 obsolete¹¹
 - Current ASCE bridge grade of D+ ¹²

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 infrastructure¹³
- FAST delivers 5 years of certainty. 36 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, FAST 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>