

NEBRASKA

Current Condition of Transportation:

- 5% of NE's major roads are in poor condition, and 39% are only in mediocre or fair condition¹
 - Driving on roads in need of repair costs Nebraska motorists \$510m a year, or \$374 a year per motorist²
 - Between 2009 and 2013, a total of 1,017 lives were lost on the state's roads³
- NE's population increased by 18% from 1990 to 2013⁴
- Vehicle travel on NE's highways increased 38% in the same period⁵
- 30% of Nebraska's major urban highways are congested⁶
- Congestion in America costs motorists \$121b annually in wasted fuel⁷

Current Condition of Commerce:

- 75% of the \$76b worth of commodities delivered annually from sites in Nebraska is transported by trucks on the state's highways⁸

Need For Federal Investment:

- 45% Federal share of NE's 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 Nebraska*

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - NE's 2,739 structurally deficient bridges¹¹
 - 24% of NE's bridges are structurally deficient or functionally obsolete¹²

¹ TRIP

² Ibid.

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ ARTBA

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² Ibid.

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NE will receive \$46,230,825 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, NE, 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: \$1,657,860,162 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - **Interstate 80 in western Nebraska:** the roads, just west of the South Platte River, date back to the Nixon administration. Crews have patched the crumbling highway repeatedly. While one stretch is complete, Nebraska is hopeful to revamp other parts¹³
 - **Large number of rural county bridges and roads:** of particular concern are the many “structurally deficient” bridges, estimated to be 19 percent of the state’s 15,285 bridges that are longer than 20 feet.¹⁴
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on NE’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 NE’s ability to efficiently finish projects.
- FAST gives NE the ability to prepare for the next 50 years. With a focus on innovation, NE can better deploy technology to improve the state transportation network.

¹³ http://journalstar.com/news/state-and-regional/nebraska/it-s-official--lane-expansion-project-on-i-/article_3538d63f-c3e8-5917-8379-484ffe10c1ac.html

¹⁴ Major Projects Document, http://journalstar.com/news/state-and-regional/nebraska/it-s-official--lane-expansion-project-on-i-/article_3538d63f-c3e8-5917-8379-484ffe10c1ac.html