GEORGIA

Current Condition of Transportation:
- 17% of GA’s major roads are in poor condition
  - ASCE road grade of C- 2
  - Costs each Georgian motorist $371 a year in extra maintenance
  - A total of 6,122 lives were lost on GA’s highways from 2009 to 2013 4
- Vehicle travel on GA’s highways increased 50% from 1990-2013 5 while the state population grew by 53% in that time 6
- 56% of GA’s major highways are congested. 7
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:
- Annually, 84% of the $378b in goods shipped within GA traveled by truck across the state’s vast highway infrastructure 8

Need for Federal Investment:
- Nearly 76% federal share of Georgia 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 Georgia

Prioritize bridge reconstruction and safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - GA’s 785 structurally deficient bridges - 16% of Georgia’s bridges are rated as structurally deficient or functionally obsolete 11
  - Current ASCE road grade of C- 12

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1 TRIP 2 ASCE 3 TRIP 4 FHWA 5 TRIP 6 US Census 7 TRIP 8 TRIP 9 AASHTO 10 AASHTO and FHWA 11 FHWA 12 ASCE
**Improve Commerce:**
- Over the life of the bill (FY2016-FY2020), GA will receive $206,462,334 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, GA, 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: $7,791,605,029 that the state would not get otherwise.
- 683 projects are at risk with lack of federal investment\(^\text{13}\)
- Major State Projects that can benefit from the FAST Act:
  a. Forsyth County: CR 455/Bethelview Road from CR 8/Castleberry Road to SR 20 (Reconstruction/Rehabilitation)
  b. Clarke/Oglethorpe Counties: SR 10 from CR 166/Whit Davis Clarke to CR 26/Smokey/Oglethorpe (Reconstruction/Rehabilitation)
  c. Dooly County: I-75 @ SR 27, Widen Bridge Ramps (Reconstruction/Rehabilitation)\(^\text{14}\)
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on GA’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 GA’s ability to efficiently finish projects.
- FAST gives GA the ability to prepare for the next 50 years. With a focus on innovation, GA can better deploy technology to improve the state transportation network.

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\(^{13}\) AASHTO  \(^{14}\) AASHTO