NORTH CAROLINA

Current Transportation Condition:

- ASCE road grade of C\(^1\)
- 10\% of major roads are in poor condition
  - Costing motorists $2.3b a year - $346 per motorists\(^2\)
  - Total of 1,289 people died on state highways in 2013\(^3\)
- Vehicle travel on NC’s highways has increased by 68\% from 1990-2013\(^4\), while
  the population grew by 47 percent.\(^5\)
- 54\% of NC’s major highways are congested\(^6\)
  - Traffic congestion costs American motorists $121b a year in wasted time
    and fuel\(^7\)

Commerce:

- 86\% of the $364b in commodities delivered annually from sites in NC is
  transported by trucks on the state’s highways.\(^8\)

Need for Federal Investment:

- 50\% Federal share of NC 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 North Carolina

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the
  growing number of deteriorating bridges:
  - NC’s 2,199 structurally deficient bridges – 29.44\% are structurally deficient
    or functionally obsolete\(^11\)
  - Current ASCE bridge grade of C-\(^12\)

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\(^1\) ASCE  
\(^2\) TRIP  
\(^3\) FHWA  
\(^4\) TRIP  
\(^5\) US Census  
\(^6\) TRIP.  
\(^7\) TRIP  
\(^8\) TRIP  
\(^9\) AASHTO  
\(^10\) AASHTO and FHWA  
\(^11\) FHWA  
\(^12\) ASCE
**Improving Commerce:**

- Over the life of the bill (FY2016-FY2020), NC will receive $166,840,945 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, NC, 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: $6,132,120,116 that the state would not get otherwise.
- 531 projects at risk without federal investment\(^{13}\)
- Major State Projects that can benefit from the FAST Act:
  - I-85 widening in Spartanburg and Cherokee Counties- $550m estimated cost\(^{14}\)

- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on NC’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 NC’s ability to efficiently finish projects.
- FAST gives NC the ability to prepare for the next 50 years. With a focus on innovation, NC can better deploy technology to improve the state transportation network.

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\(^{13}\) AASHTO

\(^{14}\) http://www.goupstate.com/article/20131112/ARTICLES/131119902