TEXAS

Current Transportation Condition:
- 15% of major roads are in poor condition
  - ASCE road grade of D
  - Costing motorists $1.3b a year - $278 per motorist
  - Total of 3,382 people died on state highways in 2013
- Vehicle travel on TX’s highways has increased by 51% from 1990-2013, while the population grew by 53 percent.
- 47% of TX’s major roads are congested.
- Congestion costs American motorists $121b a year in wasted time and fuel costs

Commerce:
- 59% of the $1.2t in commodities delivered annually from sites in TX is transported by trucks on the state’s highways.

Need for Federal Investment
- 47% Federal share of TX 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 Texas

Prioritizing Bridge Repair and Safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - Texas’s 1,127 structurally deficient bridges – 18.9% are structurally deficient or functionally obsolete
  - Current ASCE bridge grade of B-
**Improving Commerce:**
- Over the life of the bill (FY2016-FY2020), TX will receive $551,341,597 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, TX 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: $20,461,815,377 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act: ¹⁴
  - Interstate 35E Corridor - $4.8b
  - Horseshoe Project: I-30 and I-35 reconstruction and interchange - $818m
  - The Department “is more concerned with Congress finding a long-term solution to federal transportation funding that provides certainty,” Nick Wade (TxDOT) ¹⁵
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on TX’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 TX’s ability to efficiently finish projects.
- FAST gives TX the ability to prepare for the next 50 years. With a focus on innovation, TX can better deploy technology to improve the state transportation network.

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¹⁴ TxDOT