

# TEXAS

## Current Transportation Condition:

- 15% of major roads are in poor condition<sup>1</sup>
  - ASCE road grade of D <sup>2</sup>
  - Costing motorists \$1.3b a year - \$278 per motorist<sup>3</sup>
  - Total of 3,382 people died on state highways in 2013<sup>4</sup>
- Vehicle travel on TX's highways has increased by 51% from 1990-2013<sup>5</sup>, while the population grew by 53 percent.<sup>6</sup>
- 47% of TX's major roads are congested.<sup>7</sup>
- Congestion costs American motorists \$121b a year in wasted time and fuel costs<sup>8</sup>

## Commerce:

- 59% of the \$1.2t in commodities delivered annually from sites in TX is transported by trucks on the state's highways.<sup>9</sup>

## Need for Federal Investment

- 47% Federal share of TX Highway Capital Program<sup>10</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>11</sup>
  - 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<sup>12</sup>
  - Current ASCE bridge grade of B- <sup>13</sup>

---

<sup>1</sup> TRIP

<sup>2</sup> ASCE

<sup>3</sup> TRIP

<sup>4</sup> FHWA

<sup>5</sup> TRIP

<sup>6</sup> US Census

<sup>7</sup> TRIP.

<sup>8</sup> TRIP.

<sup>9</sup> TRIP.

<sup>10</sup> AASHTO

<sup>11</sup> AASHTO and FHWA

<sup>12</sup> FHWA

<sup>13</sup> ASCE

### **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: :<sup>14</sup>
  - 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)<sup>15</sup>
- 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.

---

<sup>14</sup> TxDOT

<sup>15</sup> <http://www.dallasnews.com/news/transportation/20140910-everythings-bigger-in-texas-except-share-of-federal-highway-fund.ece>