INDIANA

Current Condition of Transportation:

- 14% of IN’s major roads are in poor condition\(^1\)
  - ASCE grade of C-\(^2\)
  - Costs each Indiana motorist $366 a year in extra maintenance \(^3\)
  - A total of 3,759 lives were lost on IN’s highways from 2009 to 2013 \(^4\)
- Vehicle travel on IN’s highways increased 46% from 1990-2013 \(^5\) while the state population grew by 18% in that time \(^6\)
- 22% of IN’s major highways are congested \(^7\)
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:

- 79% of the $356b in goods shipped within IN traveled by truck across the state’s vast highway infrastructure \(^8\)

Need for Federal Investment:

- 58% federal share of IN 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.

\[\text{FAST Act} \quad \rightarrow \quad \text{What this does for Indiana}\]

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - IN’s 1,902 structurally deficient bridges - 22% of Indiana’s bridges are rated as structurally deficient or functionally obsolete \(^11\)
  - Current ASCE bridge grade of C+ \(^12\)
Improves Commerce:

- Over the life of the bill (FY2016-FY2020), IN will receive $152,440,729 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, IN, 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: $5,514,431,910 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  a. The Illiana Corridor, A 47-mile, east-west highway facility that will connect I-55, Illinois and I-65, Indiana
  b. I-69 Evansville to Indianapolis: key component to the future economic vitality of Indiana, and will connect entire region with improved access to jobs, education and healthcare13

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

13 http://www.in.gov/indot/projects/i69/