WYOMING

Current Condition of Transportation:

- 8% of Wyoming's major roads are in poor condition[1]
    - Due to a lack of transportation funding, the number of miles of roadway in poor condition in the state is projected to increase from 21% to 34% by 2023[2]
    - Costs Wyoming motorists $187m a year for repair, or $461 a year per motorist[3]
    - Between 2009 and 2013, a total of 634 lives were lost on the state's roads[4]
- Wyoming's traffic fatality rate of 1.62 fatalities per 100 million vehicle miles of travel is the fifth highest in the nation[5]
- Congestion in America costs motorists $121b annually in wasted fuel[6]

Current Condition of Commerce:

- 53% of the $24b worth of commodities delivered annually from sites in Wyoming are transported by trucks on the state's highways[7]

Need for Federal Investment:

- 66% Federal share of Wyoming's Highway Capital Program.[8]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[9]
    - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ⟶ ***What this does for Wyoming***

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
    - WY's 422 structurally deficient bridges.[10]
    - 23% OF Wyoming's bridges are structurally deficient or functionally obsolete[11]

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[1] TRIP
[2] Ibid.
[3] Ibid.
[4] FHWA
[5] TRIP
[6] Ibid.
[7] Ibid.
[8] ARTBA
[9] AASHTO and FHWA
[10] FHWA

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), WY will receive $40,957,220 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, WY, 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: $1,417,017,406that the state would not get otherwise
- 18 projects at risk with lack of federal involvement.[12]
- Major State Projects that can benefit from the FAST Act:
    - Wyoming Highway 215 full depth reclamation, mileposts 0-10: $6.5m
    - Interstate 25 slab repair and grind, Randall Avenue to Horse Creek Interchange: $3.2m
    - Interstate 80 overlay, mileposts 372-382: $9.8 million

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on WY'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 WY's ability to efficiently finish projects.
- FAST gives WY the ability to prepare for the next 50 years. With a focus on innovation, WY can better deploy technology to improve the state transportation network.

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[11] Ibid.
[12] AASHTO