

WISCONSIN

Current Transportation Condition:

- 22% of major roads are in poor condition¹
 - Costing motorists \$2.1b a year - \$529 per motorist²
 - Total of 543 people died on state highways in 2013³
- Vehicle travel on WI's highways has increased by 34% from 1990-2013⁴, while the population grew by 17 percent.⁵
- 44% of WI's major roads are congested.⁶
- Congestion costs American motorists \$121b a year in wasted time and fuel costs⁷

Commerce:

- 82% of the \$264b in commodities delivered annually from sites in WI is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 41% Federal share of WI Highway Capital Program⁹
- 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 Wisconsin*

Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - WI's 1,212 structurally deficient bridges - 13.97% are structurally deficient or functionally obsolete¹¹

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), WI will receive \$120,305,648 in addition to growth of the existing programs for freight.

¹ TRIP

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP.

⁷ TRIP.

⁸ TRIP.

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

- 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, WI 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: \$4,414,509,436 that the state would not get otherwise.
- 64 projects at risk without federal investment ¹²
- Major State Projects that can benefit from the FAST Act:
 - o **Zoo Interchange in WI** (Monarch migration issue/ also construction has started, but continued funding for it is not guaranteed)
 - Freeway interchange of I-45, I-94, I-894, and US 45
 - Estimated cost of construction **\$1.7B**
 - One of the first highway projects in Wisconsin from 1963 - need for an update
 - o I-39/90, Rock and Dane Counties
 - o US 10/WIS 441, Winnebago County
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on WI'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 WI's ability to efficiently finish projects.
- FAST gives WI the ability to prepare for the next 50 years. With a focus on innovation, WI can better deploy technology to improve the state transportation network.

¹² AASHTO