

# WYOMING

## Current Condition of Transportation:

- 8% of Wyoming's major roads are in poor condition<sup>1</sup>
  - 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<sup>2</sup>
  - Costs Wyoming motorists \$187m a year for repair, or \$461 a year per motorist<sup>3</sup>
  - Between 2009 and 2013, a total of 634 lives were lost on the state's roads<sup>4</sup>
- Wyoming's traffic fatality rate of 1.62 fatalities per 100 million vehicle miles of travel is the fifth highest in the nation<sup>5</sup>
- Congestion in America costs motorists \$121b annually in wasted fuel<sup>6</sup>

## 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<sup>7</sup>

## Need for Federal Investment:

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

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## **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.<sup>10</sup>
  - 23% OF Wyoming's bridges are structurally deficient or functionally obsolete<sup>11</sup>

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<sup>1</sup> TRIP

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> FHWA

<sup>5</sup> TRIP

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> ARTBA

<sup>9</sup> AASHTO and FHWA

<sup>10</sup> 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: \$1,417,017,406 that the state would not get otherwise
- 18 projects at risk with lack of federal involvement.<sup>12</sup>
- 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. 36 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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<sup>11</sup> Ibid.

<sup>12</sup> AASHTO