WISCONSIN

Current Transportation Condition:
• 22% of major roads are in poor condition¹
  o Costing motorists $2.1b a year - $529 per motorist²
  o 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
  o 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:
  o 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:
  - **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
  - I-39/90, Rock and Dane Counties
  - 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