



TDA Wisconsin Presentation

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American Road
& Transportation
Builders Association

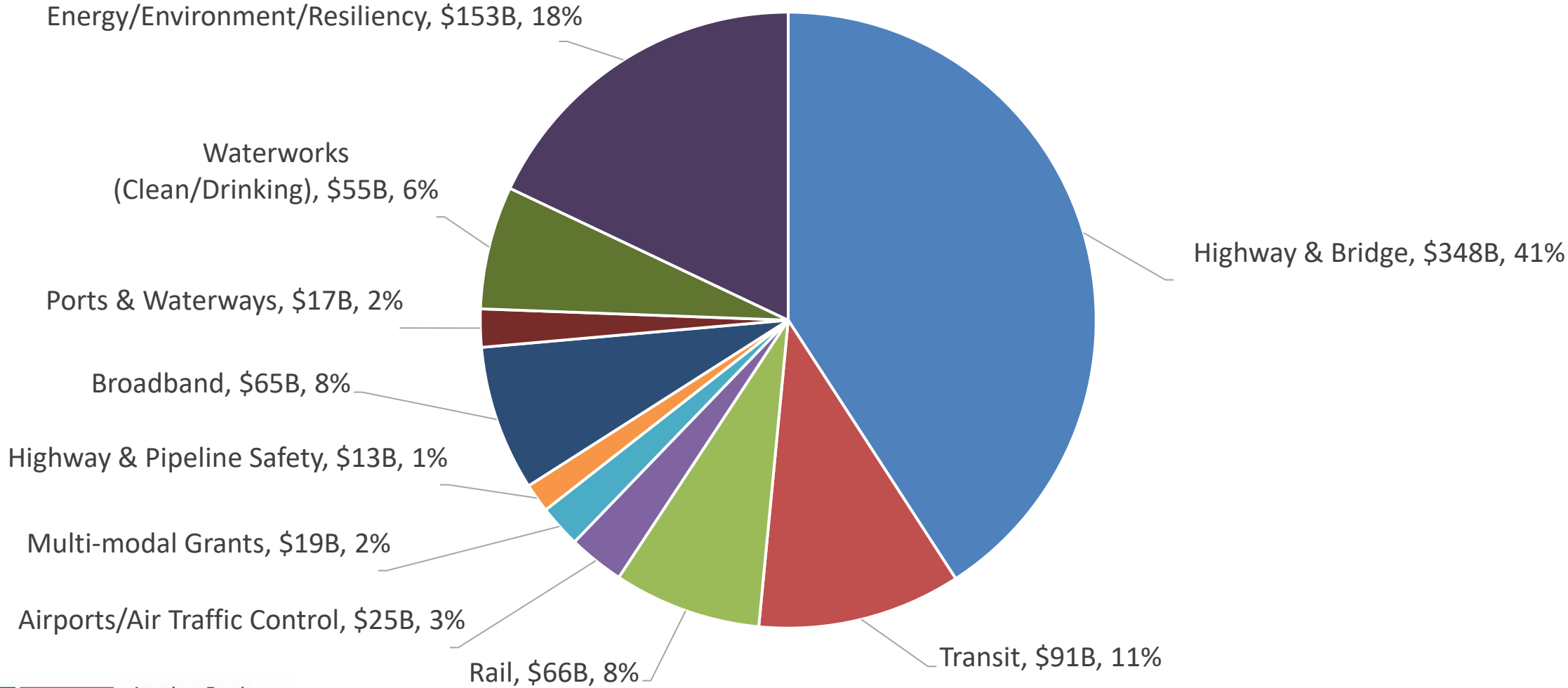
Presentation

- Infrastructure Investment and Jobs Act so far
- What's Next

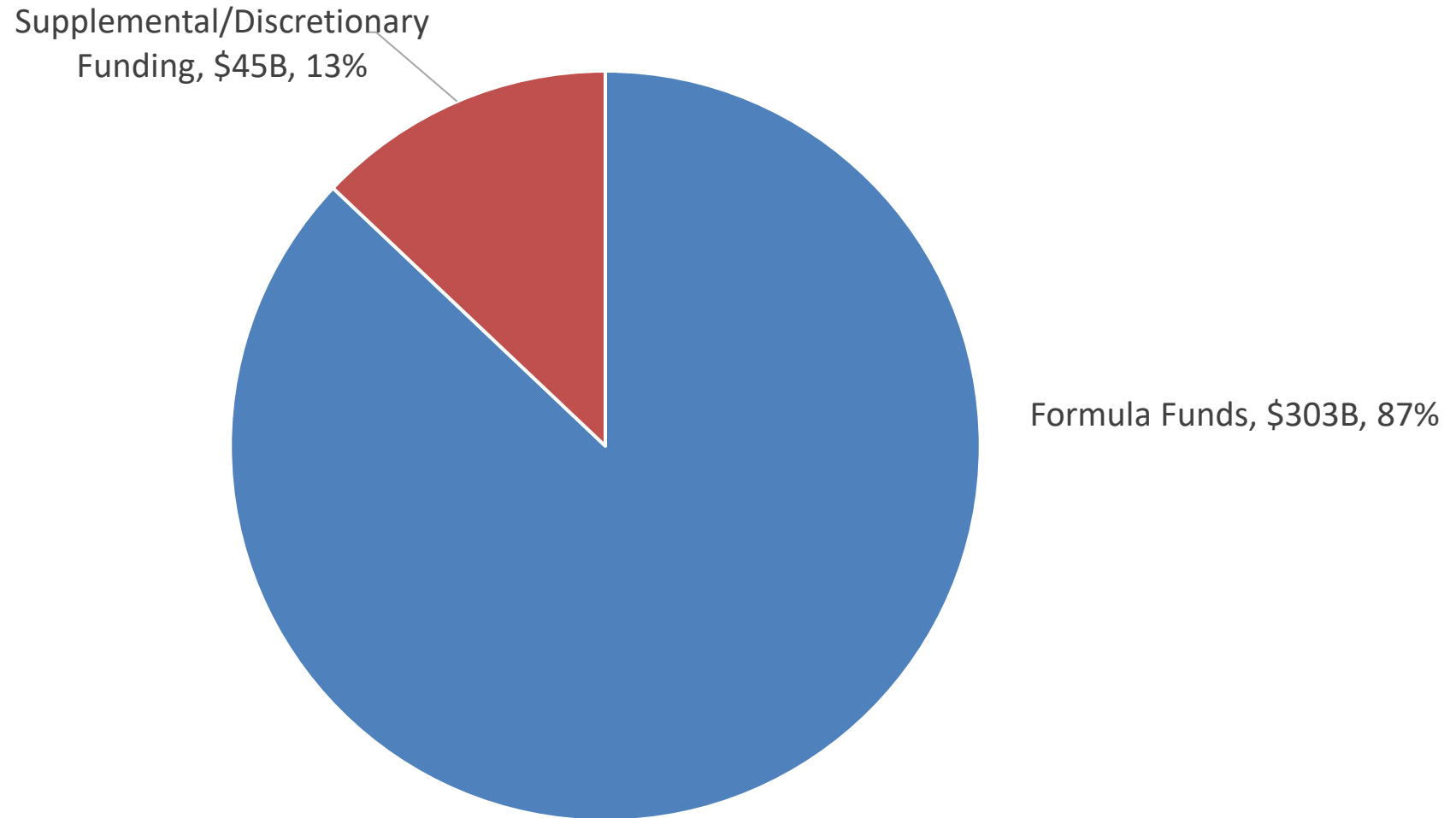
Infrastructure Investment & Jobs Act (IIJA)

- Current federal surface transportation law
- Signed by President Biden on November 15, 2021
- 5 years (Fiscal Years 2022-26)
- Expires Sept. 30, 2026
- Sets investment levels and policies for federal highway and public transportation programs
- Paid for by mix of federal gas/diesel taxes and general funds
- NOTE: The IIJA addresses other forms of infrastructure as well

Breakdown of \$852 Billion in Guaranteed Funding in the Infrastructure Investment & Jobs Act



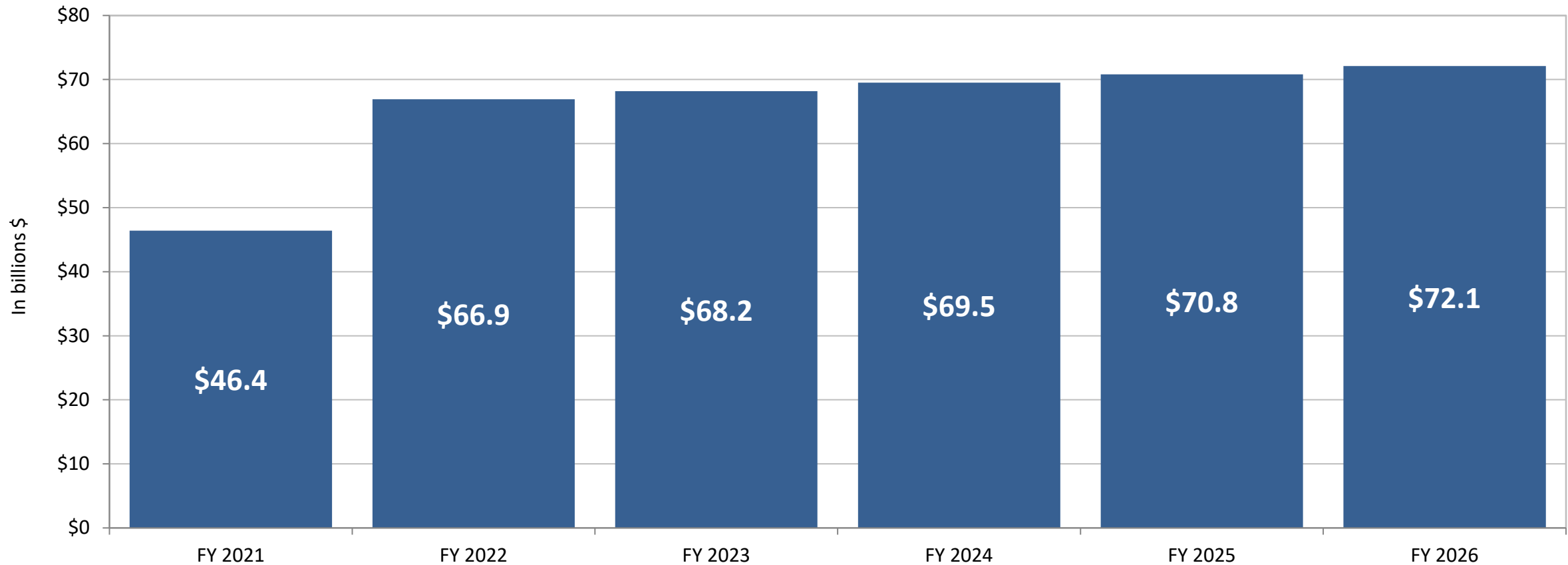
Breakdown of \$348 Billion IJA Highway Funding



Formula funds include the core highway program, funds for EV charging stations and the conditions-based bridge program.

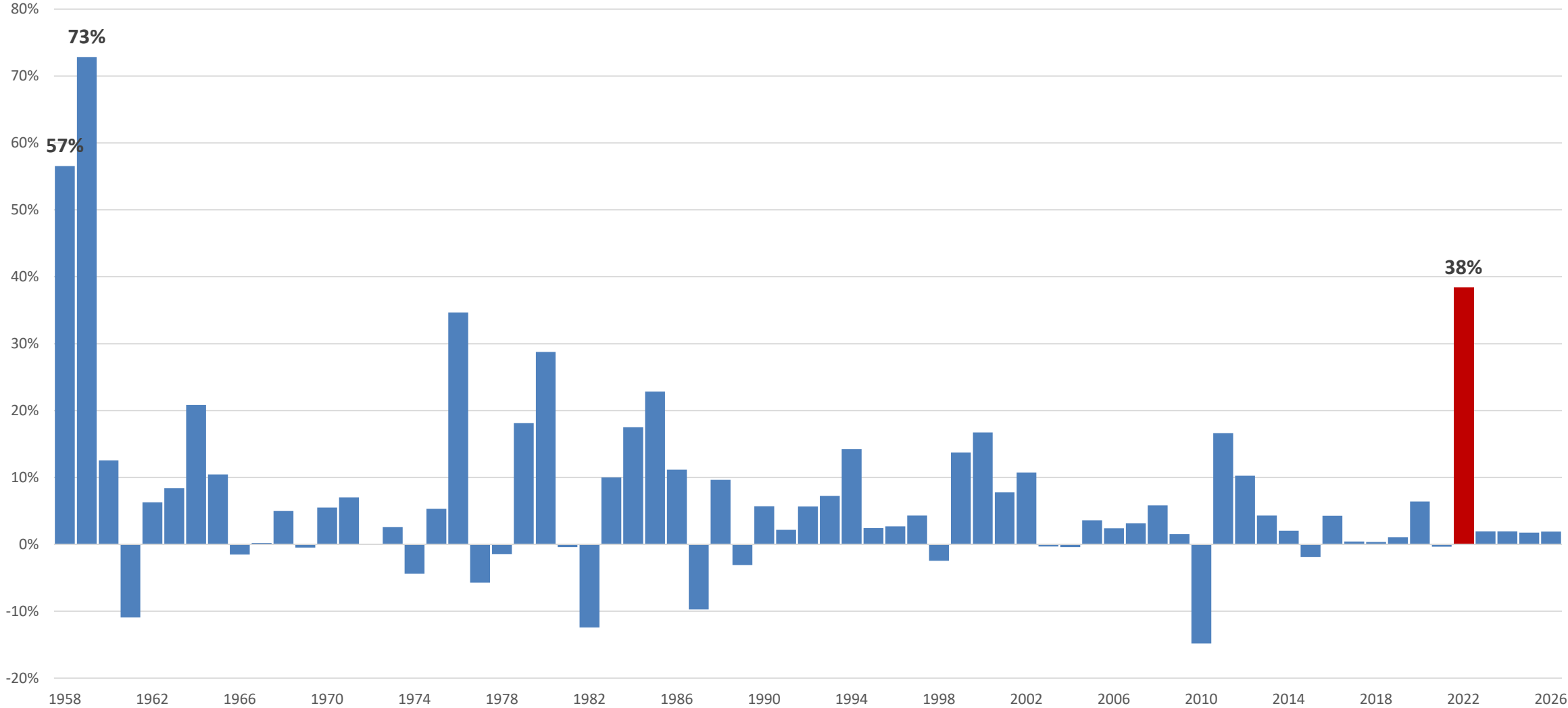
Increase in Federal-Aid Investment Supporting Record Market Growth

Federal-Aid Highway Program Total Investment



Source: FHWA final notices for annual highway program obligations and supplemental programs, Infrastructure Investment & Jobs Act

Annual Percentage Increase In Nominal Highway Funding



Source: FHWA, IJJA Analysis.

Federal-Aid Highway Program Update Through December 31, 2024

\$348B

Total Federal-Aid Highway
Funding, FY22-FY26

\$303B
Formula Funds

\$183B

Total Funds Committed to Date
FY22-YTD FY25

\$240.7B

Formula Funds
Apportionments
FY22-FY25

86k+

New Project Commitments

\$115B

Total Funds
Reimbursed to States

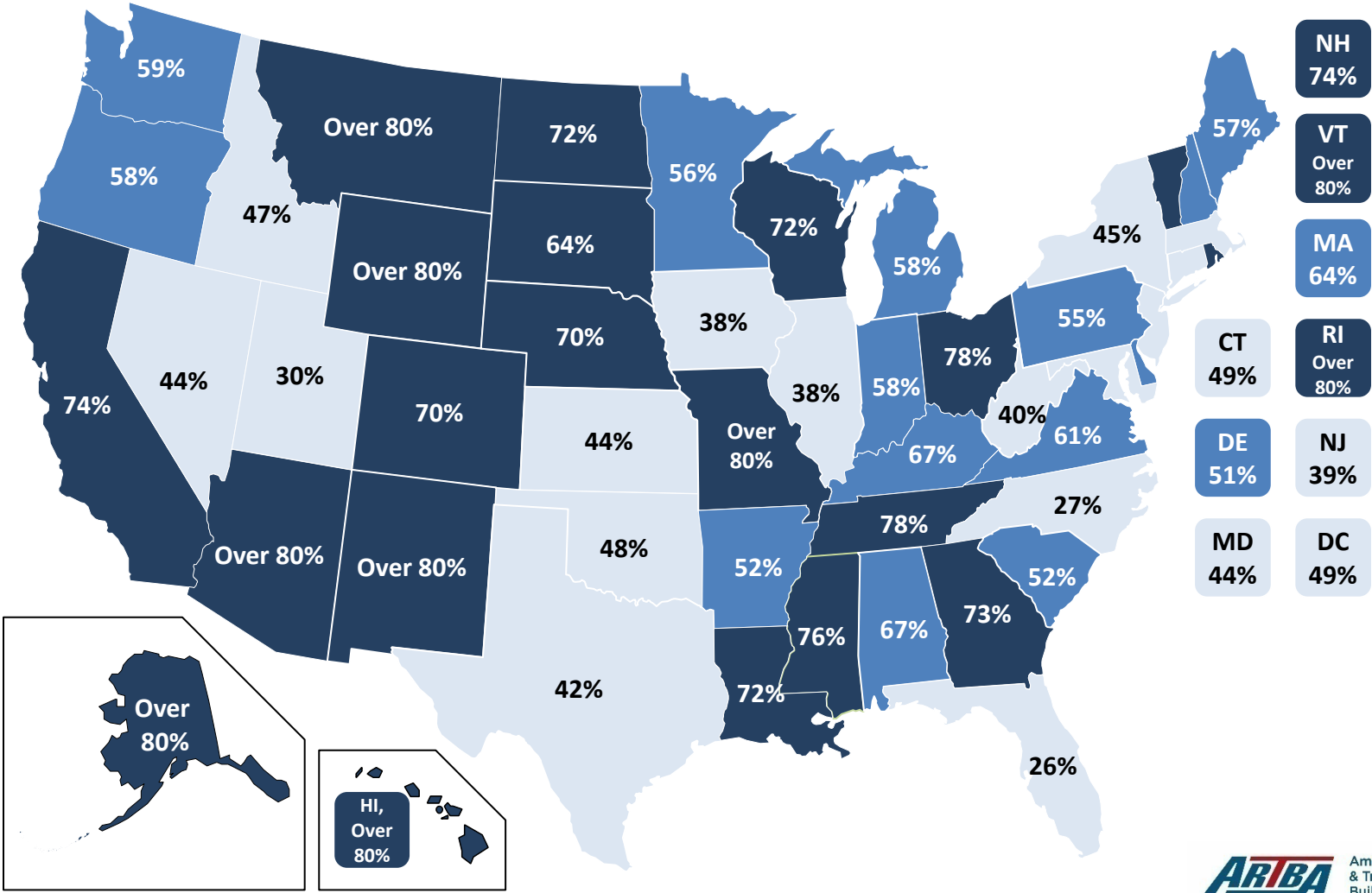
\$45B

Discretionary
Funds

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Source: Data from U.S. Treasury and the Federal Highway Administration. Project commitments are included if the base year of the award (identified in the U.S. Treasury data) . Does not include COVID relief, emergency, or supplemental funds. FY2022 totals include project commitments made using FAST Act extension funds, to provide a full year on year comparison of total projects supported by the federal aid highway program. Total obligations and reimbursements are pooled across both formula and discretionary program.

Federal funds, on average, provided 54% of annual state DOT capital outlays for state administered highway & bridge projects in FY 2022, up from 52% in FY 2021



Over 69% of state highway & bridge capital outlays

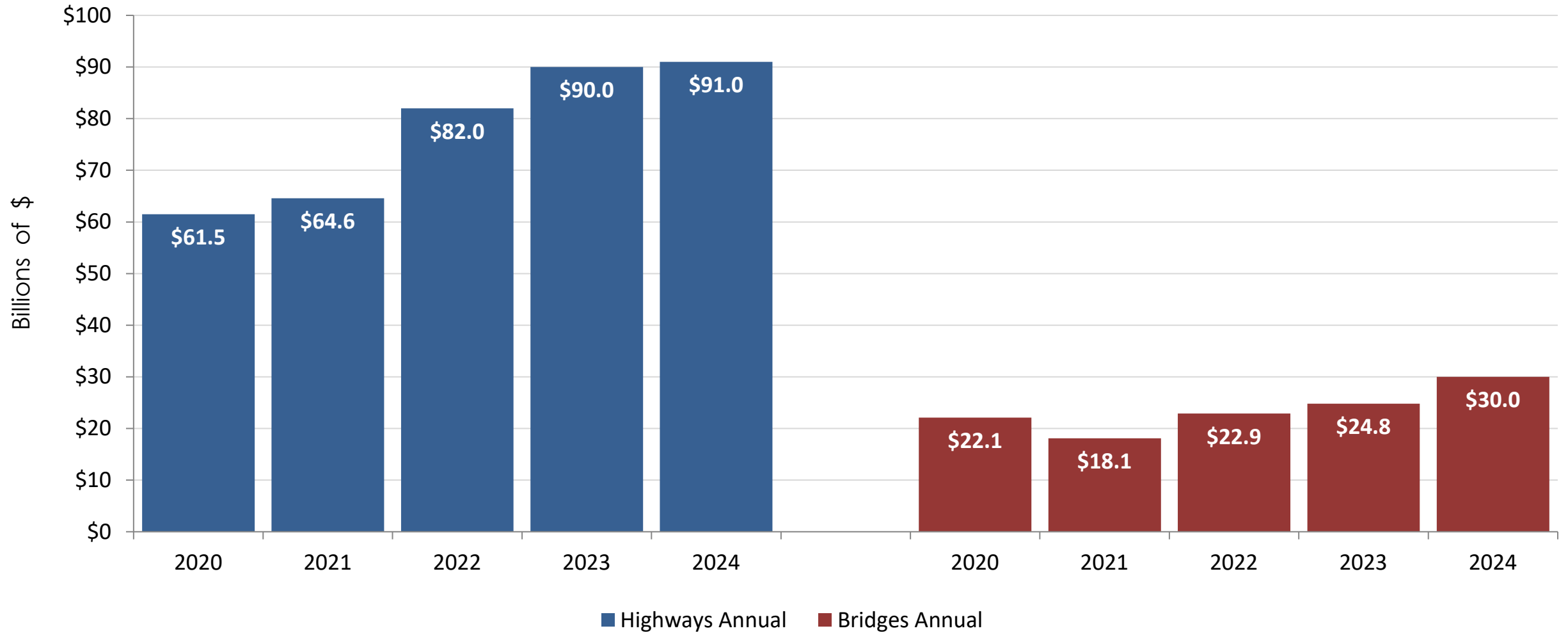
50 to 69% of state highway & bridge capital outlays

26 to 49% of state highway & bridge capital outlays



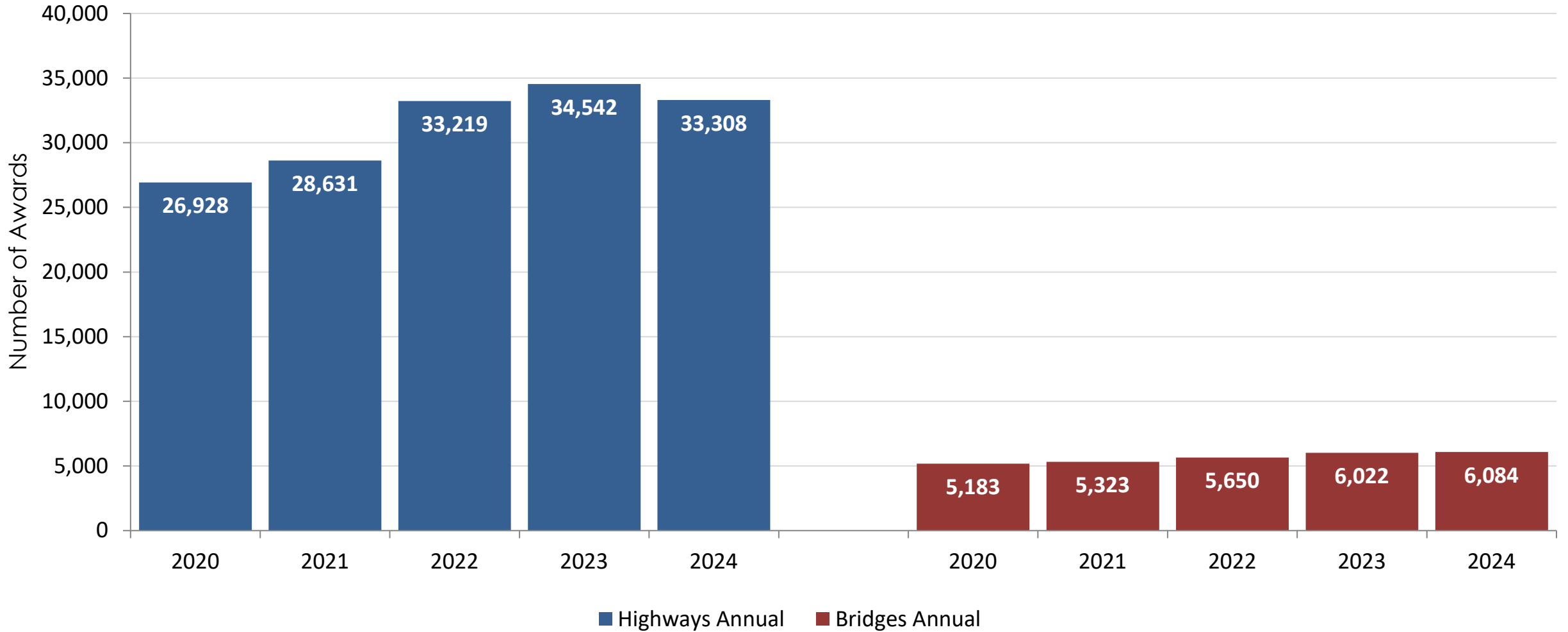
Source: ARTBA analysis of FHWA Highway Statistics data, total for 2022 from tables SF-1 and SF-2. The percent is the ratio of federal aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal aid program to state capital spending for highways and bridges. Does not include local capital spending or state spending directly on local roads. Federal highway reimbursements are primarily used for capital outlays, including construction, right of way and engineering, but are also used for debt service for GARVEE bonds that may represent capital work performed in a different year.

Leading Market Indicators at Record Levels: Value of State and Local Government Contract Awards



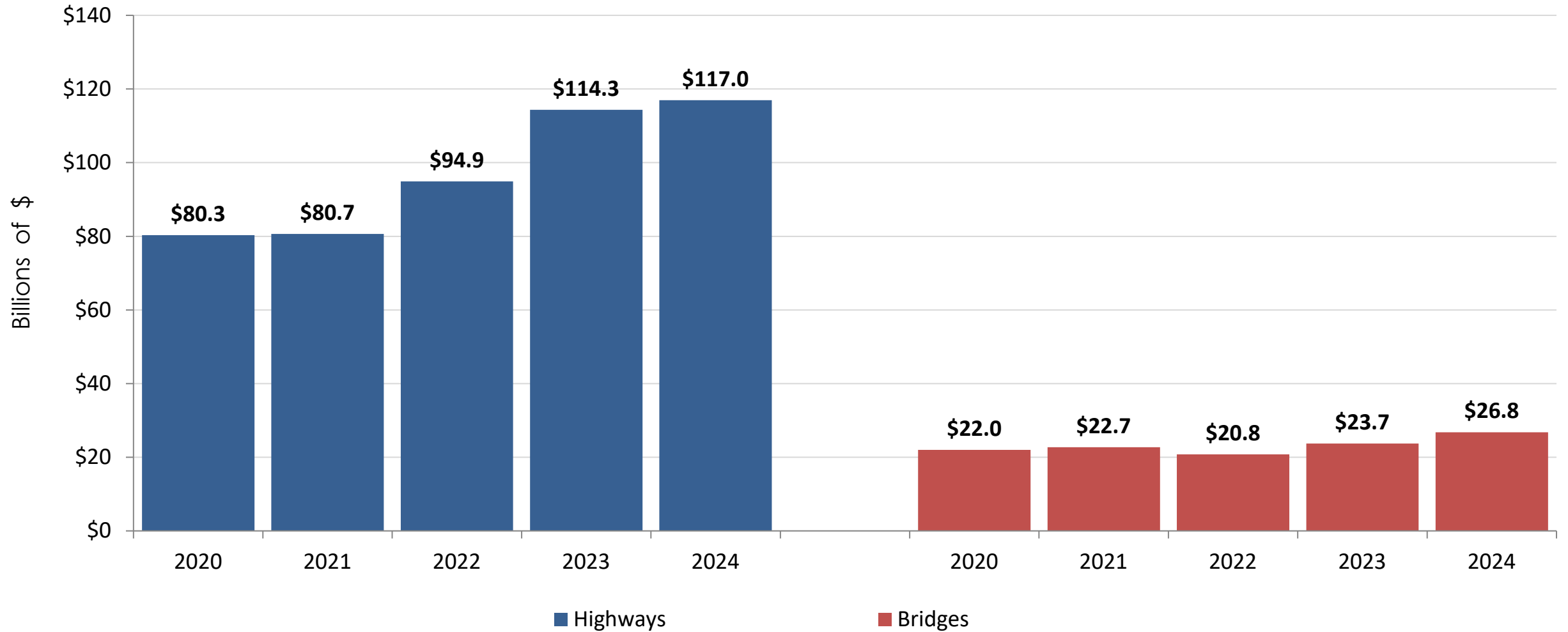
Source: ARTBA analysis of data from Dodge Data Analytics. Includes state and local government contract awards.

Number of Highway Awards Moderating Near Record Levels; Bridge Growth Continues: Number of State and Local Government Contract Awards



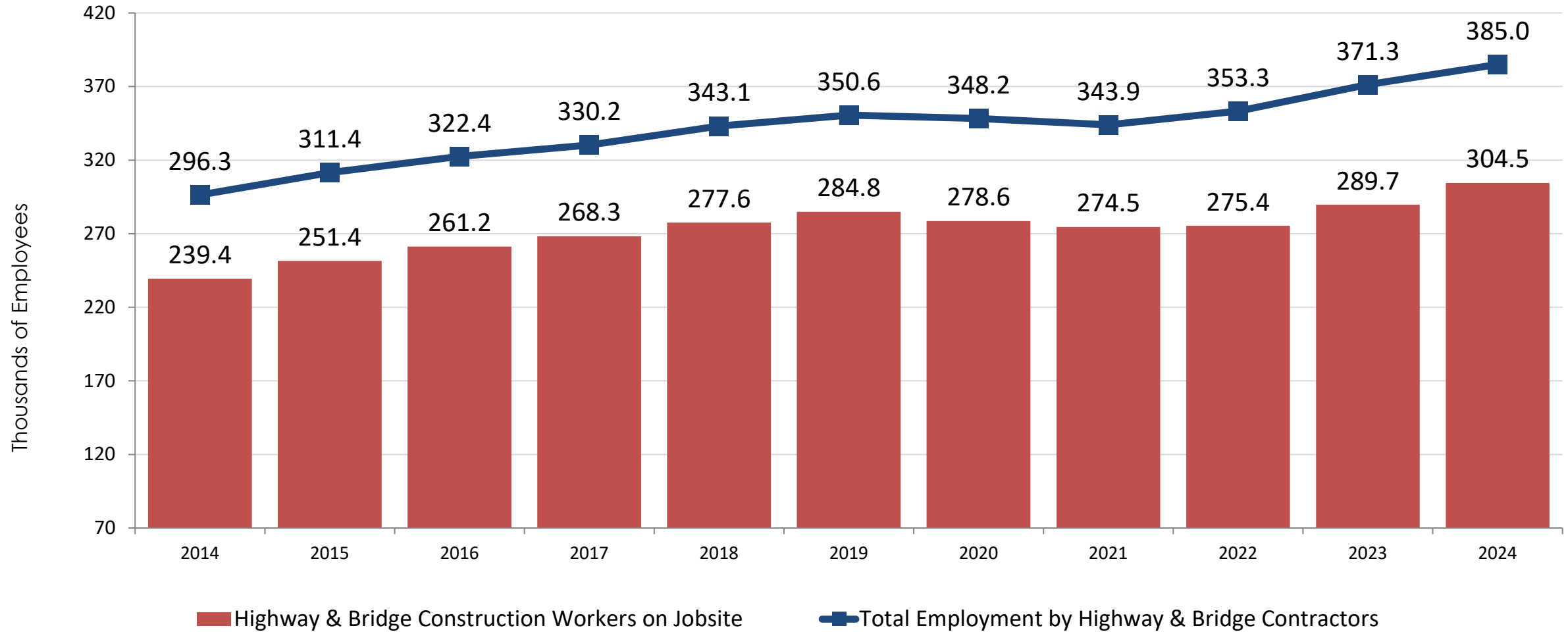
Source: ARTBA analysis of data from Dodge Data Analytics. Includes state and local government contract awards.

Value of U.S. Highway & Bridge Construction Activity Up 4% in 2024



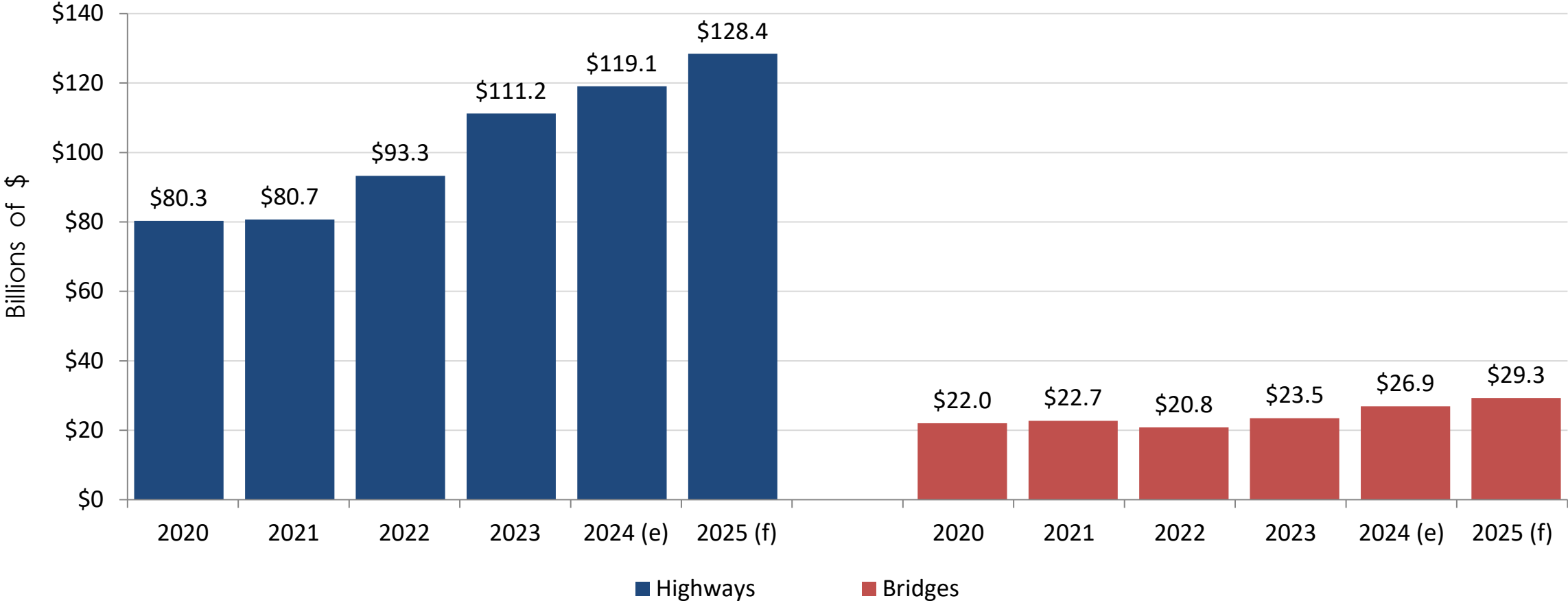
Source: ARTBA analysis of data from U.S. Census Bureau, Value of Construction Put in Place

Average Employment by Highway, Street, & Bridge Contractors Employment up 41k Since 2021



Source: U.S Bureau of Labor Statistics, Current Employment Situation, average employment through November.

Outlook for U.S. Value of Highway & Bridge Construction Activity



Source: ARTBA outlook of U.S. Census Bureau Value of Construction Put in Place, does not take into account changes in inflation, prices, or project costs. Estimate and outlook published in Nov 2024.



Wisconsin



BY THE NUMBERS

2,569

Total new federal-aid commitments in Wisconsin as of January 31, 2025

54%

Average state capital spending supported by federal funds

\$3.5B

Total federal-aid highway funds committed in Wisconsin, with \$2.4B in reimbursements for work performed

\$1B

18 grants for road and bridge improvements

23%

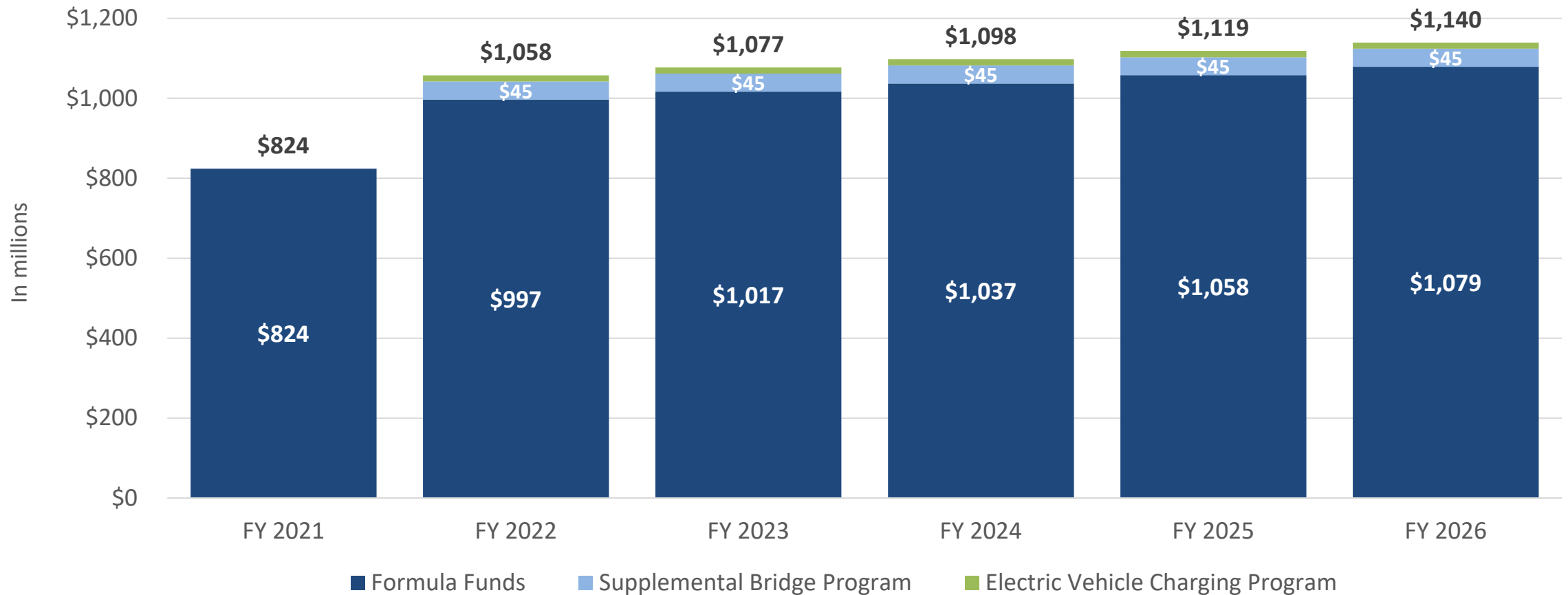
Of projects on National Highway System, supporting goods movement

\$2.4B

Federal reimbursement to the state for work performed

Wisconsin Apportionments Under Infrastructure Investment and Jobs Act (IIJA)

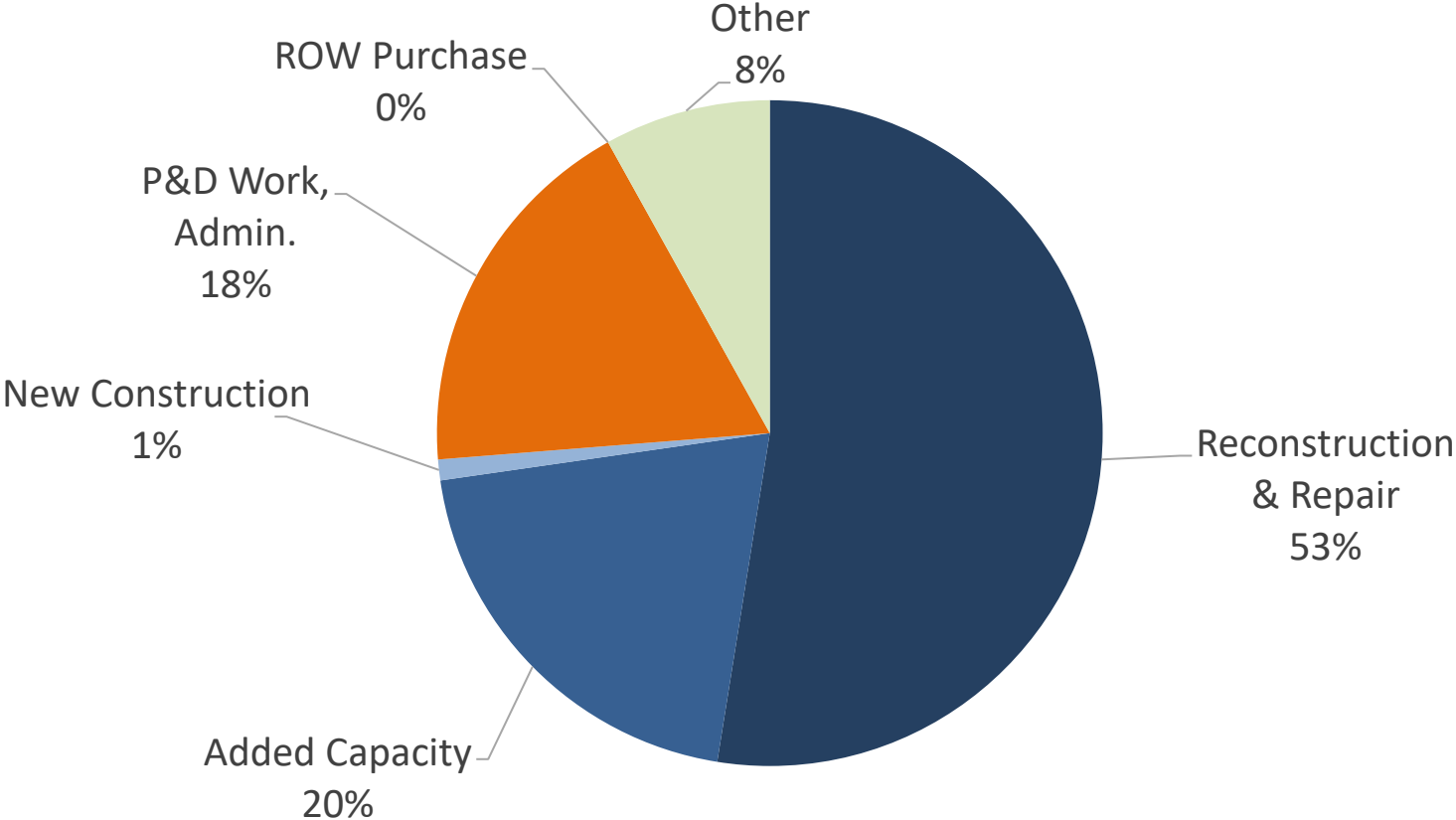
Federal-Aid Highway Program State Apportionments



Source: Data from Federal Highway Administration.

Breakdown of IJA Projects by Type of Work Performed, FY 2022 – FY 2024

Wisconsin:
Value of Federal-Aid Highway Projects by Type



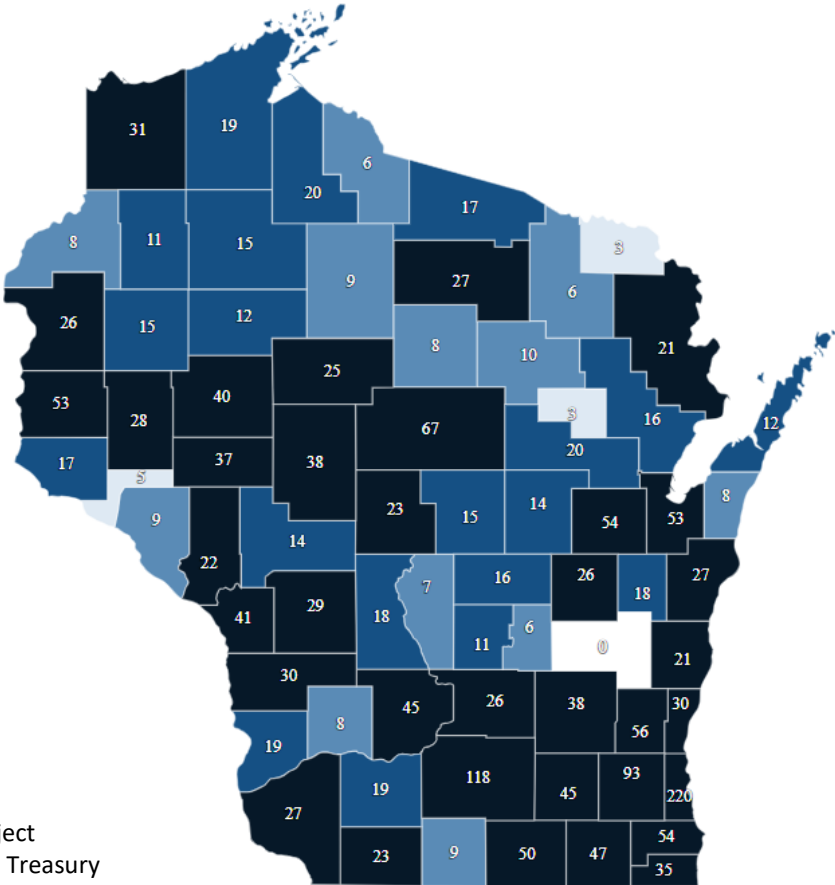
Source: Data from Federal Highway Administration.

Federal-Aid Highway Projects by With Identified County, FY 2022 – FY 2024

Does not include statewide projects

Number of Projects by County

Project Density Key



Source: Data from U.S. Treasury and the Federal Highway Administration. Project commitments are included if the base year of the award (identified in the U.S. Treasury data) . Does not include COVID relief, emergency, or supplemental funds. State map does not include projects classified as “statewide”. FY2022 totals include project commitments made using FAST Act extension funds.

119th Congress (2025-26)

- **Senate**
 - **53 Republicans**
 - **47 Democrats and Independents**
- **House of Representatives**
 - **219 Republicans**
 - **215 Democrats**
 - **1 vacancy**

Looking Ahead

- FY 2025 and FY 2026 Appropriations
- “DOGE”
- Tax/Reconciliation Package

Looking Ahead

2026 Surface Transportation Authorization

- IIJA 2.0 or Traditional Surface Transportation Law?
- Investment and Highway Trust Fund Shortfall
 - \$250 billion needed for core surface transportation programs

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