



Wisconsin's Transportation System

104,000 miles
of county highways, town roads, municipal streets

12,000 miles
of state and interstate highways

81
public transit and shared-ride taxi systems

8 commercial service airports and
90 diverse general aviation (GA) public-use airports

3,300 miles
of railroad tracks

29
commercial ports

Transportation Delivers

It is too easy to take transportation for granted.

We count on it to maintain connections with friends and family across town or over oceans and for access to jobs, products, services, and markets. This reliance is particularly significant in Wisconsin, with its diverse economy driven by three transportation-dependent industries— manufacturing, agriculture, and tourism.

Our economy, and beyond that, the safety and well-being of Wisconsin residents, depend on our state's vast interconnected transportation network.

Wisconsin has made some progress in funding transportation in recent years. However, we still have work to do to ensure the state's transportation revenues grow with the economy, evolve with changing technology, and keep up with the needs of an aging system. The infusion of federal funds from the Infrastructure Investment and Jobs Act kept Wisconsin's transportation fund afloat during a period of high construction inflation. Still, it did not solve our longtime transportation funding challenges, and future federal funding is uncertain.

TDA supports:

- **The work the Legislature and Governor are doing to fund critical transportation infrastructure.** Construction inflation averaged more than 5% a year from 2020-2024. We ask policymakers to consider recurring revenue sources with natural growth, like the sales tax on auto parts and services, continuing to address the state's well-documented transportation funding issues and the related backlog of system maintenance, repairs, and improvements.
- **Sufficient funding to:**
 - o Maintain and improve state highway conditions.
 - o Make generational investments like I-41 between Appleton and Green Bay and keep the long-delayed I-94 East-West project in Milwaukee moving forward.
 - o Invest in our communities through local transportation aids and programs.
- **Enumeration of the I-39/90/94 project from Madison to Wisconsin Dells.**

In the short term, Wisconsin needs to ensure adequate investment by shoring up existing revenue while considering longer-term solutions for funding the state's critical transportation infrastructure. ■

All The Ways Transportation Delivers

1) Forestry industry to gain efficiencies from road improvements in Lincoln and Price Counties



A **\$4 million project** to upgrade the structural integrity of CTH YY will eliminate the need for posted weight limits and allow more efficient year-round transport of the more than 220 million

pounds of timber deliveries that occur annually to Packaging Corporation of America (PCA) Tomahawk Mill.

2) Marathon County upgrades safety-challenged intersection with LRIP-S grant

The **intersection of County Highways K and WW** had one of the highest

accident rates on the Marathon County highway system. CTH K is the county's most

heavily traveled rural highway, and CTH WW has developing commercial properties. Speed on CTH K and the intersection's skew and misalignment resulted in serious accidents. Without LRIP-S funding, the county may have ended up with a pavement replacement project, which would not have addressed the intersection's safety issues.



3) \$2 million in state harbor grants headed to La Crosse



will receive \$2.3 million through the Harbor Assistance Program to construct a commodity storage building aimed at boosting import and export operations along the Mississippi River. Hanke Terminals received \$2 million from the same state grant program in 2022, for an agricultural commodity trans-loading facility.

La Crosse will receive over \$2 million in state grants to enhance its waterborne supply chain. Announced earlier this year, Hanke Terminals on Isle La Plume

4) Long-anticipated I-41 project addresses congestion, safety, and aging infrastructure

I-41 between Appleton and De Pere, built in the 1960s, is

congested and has a higher rate of crashes than similar freeways in Wisconsin. The project area has multiple roadway design deficiencies, and much of its pavement and bridges are nearing the end of their useful lives and need replacement.

Less congestion, increased travel time reliability, and a safer roadway will benefit the regional and statewide economy and improve the quality of life for commuters and others.



5) \$2.4M rail funding for Wrightstown improves transportation efficiency, reduces heavy truck traffic



Drexel Building Supply, a building materials manufacturer and supplier with a manufacturing facility in the Village of Wrightstown, relies on the transportation network to

move materials and products to locations across the state and beyond. **Increased transportation efficiency keeps the cost of its goods competitive.** In 2023, WisDOT awarded the Village of Wrightstown a \$2.4 million loan under the Freight Railroad Infrastructure Improvement Program (FRIIP) to construct 4,172 feet of industry track, extending an existing track to Drexel Building Supply. This investment will enable Drexel to ship lumber to the facility by rail instead of truck, resulting in transportation cost savings of more than \$800,000 per year after five years.

The Transportation Development Association of Wisconsin is a statewide alliance of hundreds of stakeholders committed to advancing the best in transportation. TDA members include businesses, labor unions, citizen groups, units of government, and individuals. All share one important goal: developing and maintaining a safe, modern, interconnected transportation network that will support a robust economy and enhance the quality of life for everyone in Wisconsin.