Wisconsin’s Local Road Crisis

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15,714 miles of local road are “failed, very poor or poor” - need reconstruction (14%)

27,094 miles of local roads are “fair” – need repair. (24%)

Total miles of local road: 113,490
3,213 miles of local road are “failed, very poor or poor” - need reconstruction (12%)

6,962 miles of local roads are “fair” – need repair. (26%)

Counties of Columbia, Crawford, Dane, Dodge, Grant, Green, Iowa, Jefferson, Juneau, La Crosse, Lafayette, Monroe, Richland, Rock, Sauk and Vernon. Total miles of local road: 26,776
1,274 miles of local road are “failed, very poor or poor” - need reconstruction (10%)

2,720 miles of local roads are “fair” – need repair. (22%)

Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington and Waukesha. Total miles of local road: 12,359
1,716 miles of local road are “failed, very poor or poor” - need reconstruction (9%)

4,147 miles of local roads are “fair” – need repair. (22%)

Counties of Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Oconto, Outagamie, Sheboygan and Winnebago. Total miles of local road: 18,426
3,744 miles of local road are “failed, very poor or poor” - need reconstruction (15%)

6,229 miles of local roads are “fair” – need repair. (25%)

6,919 miles of local road are “failed, very poor or poor” - need reconstruction (22%)

7,084 miles of local roads are “fair” – need repair. (23%)

Counties of Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Jackson, Pepin, Pierce, Polk, Rusk, Sawyer, St. Croix, Taylor, Trempealeau and Washburn. Total miles of local road: 31,314
WisDOT Funding Trends 2000 - 2013

- Major Highways and SE Wis Megaprojects: 45% increase
- Local Road and Bridge Assistance: 11% decrease
- General Transportation Aids: 45% decrease

Source: Transportation Budget Trends, 2000 – 2013, Wisconsin DOT
Local Road vs Highway Funding (2013)

- Local Road Miles: 113,000 miles
- Highway Miles: 11,766 miles
- Local Road Allocation: $562 million
- Highway Allocation: $1.52 billion
Spending per mile of Wisconsin Roadway (2013)

- Dollars per mile of local road: $4,977
- Dollars per mile of highway: $129,974
Local Roads in Poor Condition

42,808 miles of local roads need immediate repair

Percentage of local roads in poor condition in different regions:
- North Central: 40%
- North East: 30%
- North West: 45%
- South East: 35%
- South West: 35%
Proposed Executive Budget (2015-16)

Local Transportation Assistance

- $720M over the biennium (incl. local road assistance), or $360M per year
- A decline from $361M/year proposed by the Governor in 2013-14
- Local transportation aids have declined from $441M in 2000 to $388M in 2013

Source: State of Wisconsin, Executive Budget 2015-16
Proposed Executive Budget (2015-16)

Southeast Wisconsin Megaprojects Program

- $623M over the biennium
- $392M from bonding ($292M in FY16 and $99M in FY17)
- $156M in federal funding
- $75M from the state transportation fund
- I-94 expansion (Milwaukee) given the go-ahead

Source: State of Wisconsin, Executive Budget 2015-16
Proposed Executive Budget (2015-16)

Major Highway Projects Program

- $836M over the biennium
- $624.5M from bonding ($312M in FY16 and FY17)
- $156.5M in federal funding
- $55M from the state transportation fund

Source: State of Wisconsin, Executive Budget 2015-16
Local Roads/Big-Ticket Highways Imbalance (2015-16)

Source: State of Wisconsin, *Executive Budget 2015-16*
Examples of Unjustified Expansion Projects

I-94 Expansion, Milwaukee

• Cost of expansion beyond repair: $480M
• Traffic trends:
  – WISDOT projection: +23% (2012-2040)
  – Actual: -8% (2000-2012)

I-90 Widening, South of Madison

• Cost of expansion beyond repair: $836M
• Traffic trends:
  – WISDOT projection: +29% (2000-2010)
  – Actual: +1% (2000-2012)

Hwy 23, Fond Du Lac/Plymouth

• Cost of expansion beyond repair: $128M
• Traffic trends:
  – WISDOT projection: +54.5% (2014-2040)
  – Actual: -4.9% (2000-2014)

Beltline Expansion, Madison

• Cost of expansion beyond repair: $1B
• Traffic trends:
  – WISDOT projection relies on data from 2005; predicts across-the-board volume increase.
  – Actual: slower-than-predicted growth at most locations along the Beltline (2005-2012)

Source: 1000 Friends of Wisconsin, WISDOT Projections vs Reality; WISPIRG Foundation, Fork in the Road
For just over $1B, Wisconsin could implement all recommendations of the bi-partisan Transportation Policy and Finance Commission, including an increase to local road repair funding, transit, bicycle and pedestrian infrastructure investments, and the rehabilitation of state-owned roads, for the next 10 years.