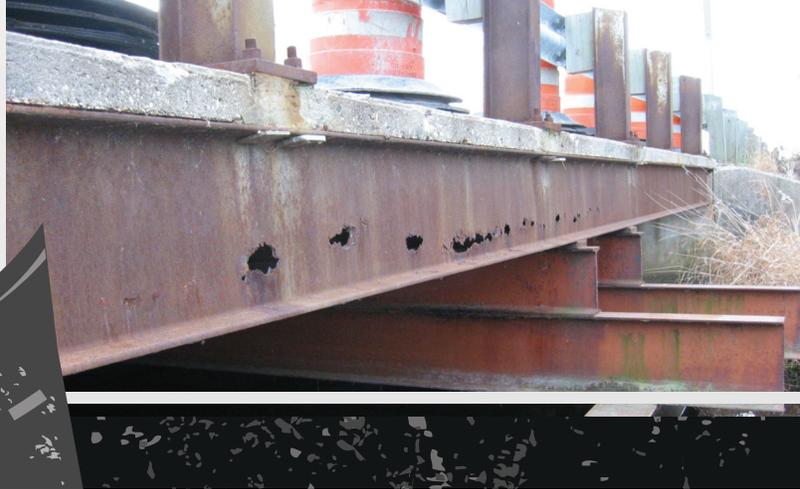


Just

FIX IT

or Just Ignore it?

The Consequences of Doing Nothing



Wisconsin's current transportation woes have been a long time coming.

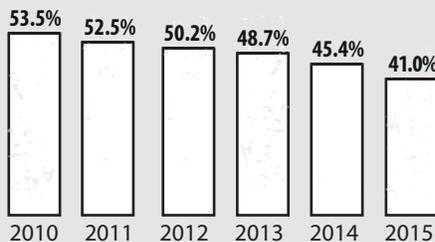
In 2005 when the Legislature voted to end the automatic indexing of the gas tax to inflation, legislators said it was only right that they take the tough vote to increase the gas tax. But they never did. Instead, the once-in-a-generation costs of rebuilding the Southeast Wisconsin Freeway System contributed to an over-reliance on bonding.

FACT *A Decade of Stagnant Revenue, Increasing Debt Service*

And the result is declining highway conditions. According to WisDOT's pavement index, the proportion of state highways rated in good condition **decreased from 53.5% in 2010 to 41% in 2015**. In comparison to our neighbors in the Midwest, the **percentage of Wisconsin state highways in good condition is over 50% lower**.

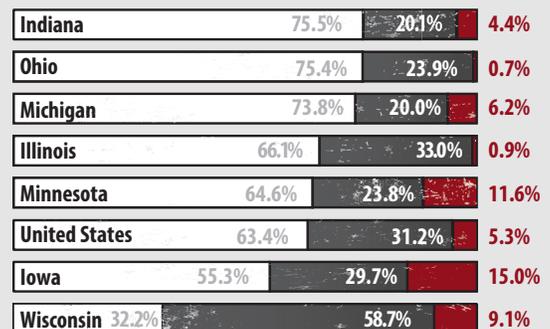
U.S. News and World Report recently weighed in with their new state rankings. In two key transportation measures, Wisconsin is toward the bottom of the barrel: **#49 in road quality and #41 in transportation overall**.

Wisconsin State Highways in Good Condition As Measured by the Pavement Condition Index



Source: WisDOT

Condition of State Highways, by Midwestern State As Measured by the International Roughness Index¹ 2014



□ Good ■ Acceptable ■ Not Acceptable

¹As reported to FHWA.

FACT**Governor's Proposal: Project Delays, More Bad Roads**

In spite of dismal conditions, the Governor proposes less transportation investment than the previous biennium. **While local transportation aids would receive an increase of \$77 million over the biennium, the State Highway Improvement Program would be cut by almost \$300 million**

The long-term impact to Wisconsin's residents of failing to solve the state's transportation challenges will be:

Locals Face Tough Choices

"...the Wisconsin Towns Association said it [increase in local aids] would translate to roughly \$10,000 for the average town, enough for road maintenance but not much else. That means even if the funding is approved by the state Legislature, it will be hard for towns to undo trends that are years in the making."

Wisconsin Public Radio,
In Small Wisconsin Towns, Paved Roads Return To Gravel

FACT**Bigger bills at the auto shop**

Bad roads currently cost Wisconsin drivers and businesses \$6 billion a year due to higher vehicle operating costs, traffic crashes and congestion-related delays according to a report by TRIP, a national transportation research group. Even with a small increase in the State Highway Rehabilitation Program (less than \$4 million), WisDOT projects **the number of state highway miles in poor condition will double over the next decade**. Add in project delays and look for the cost to drivers to go up.

FACT**More orange barrels, especially in the Milwaukee-area**

The delayed reconstruction of the aging Southeast Wisconsin Freeway System will lead to more frequent disruptions due to resurfacing and other repairs. At a minimum \$200 million in "throw-away costs" will need to be absorbed by the State Highway Rehabilitation Program over the next ten years, draining resources from the rest of the state. **As these freeways have reached the end of their useful lives, the need for Band-Aids has and will increase over time as fixes on these 50-year old freeways simply won't last as long.**

"The tidal wave is coming, as this critical work can't be delayed forever."

WisDOT memo



FACT *More time on the road, with delayed safety improvements*

The Governor's proposal reportedly keeps four "active" Major Highway Projects and the Core of the Zoo Interchange on schedule, but many other improvement and safety projects around the state face indefinite delay.

Milwaukee's Freeways Unreliable at Peak Travel Times



Source: WisDOT

FACT *Reduced opportunities*

Businesses need an efficient, reliable transportation system to move goods and people. **Access to transportation affects their decision of where to locate and expand.**

Tourism Industry Alarmed at Project Cancellations

WisDOT recently announced the termination of two studies for Interstate improvements along the route from Madison to the Wisconsin Dells.

Tourism generates \$19.3 billion in business sales and supports more than 190,000 direct and indirect jobs. The \$1.5 billion in state and local taxes generated from tourist spending each year **reduces the tax burden by \$640 for the average household.**

"I am very concerned about tourism taking a serious hit as travelers change their habits because other options might have fewer travel constraints. None of this would even be necessary if the Governor and lawmakers could agree on a long-term funding solution to address our transportation needs."

Association of Wisconsin Tourism Attractions (AWTA)
President Tom Diehl

PROJECTS AT RISK

Southeastern Wisconsin Projects

- Zoo Interchange North Leg
- I-94 North-South Freeway
- I-94 East-West Freeway (Milwaukee)
- I-894/43 Bypass
- I-94 East-West Freeway (Waukesha)
- I-43 Howard Ave to Silver Spring Drive
- I-41 Burleigh Street to Richfield

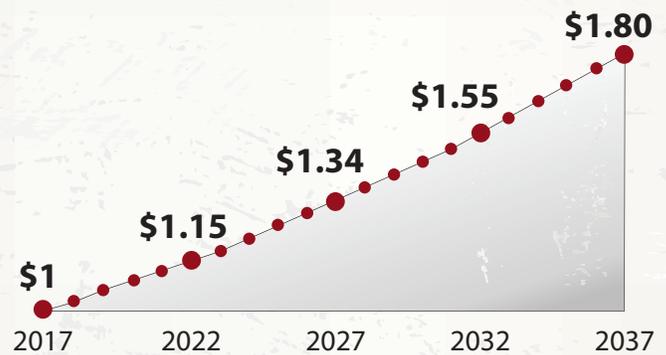
* Governor proposes to keep these projects on the current schedule.

Major Highway Projects

- US 10/441*
- STH 15: STH 76 – New London*
- US 18/151 Verona Road*
- STH 23: STH 67 – USH 41
- I-39/90: USH12 to Illinois*
- US 12: Lake Delton – Sauk City
- STH 50: IH 94 - 43rd Ave
- I-43 Milwaukee and Ozaukee Counties
- I-94 St. Croix County
- USH 51 Dane County- Beltline to STH 19
- USH 51 Dane County; Stoughton to McFarland (High Cost Rehabilitation Major)
- I-39/90 Madison to Wisconsin Dells (canceled 3/2017)
- USH 12 Beltline

FACT *Higher costs in the end*

There is no denying a project completed 20 years from now will cost significantly more than building it today.



Assumes 3% annual inflation.



It's how we get there

**wings, rails,
roads or waves**

From the buses in Racine to the Port of Green Bay to the rail lines in Superior to the Waukesha County Airport to the roads we use every day, **Wisconsin's transportation network is the key to connecting goods to market and people to jobs.**

Founded in 1971, the Transportation Development Association of Wisconsin promotes the vitality and safety of the state's transportation system, including public transit systems, public-use and general aviation airports, railroads, commercial ports, and roads. TDA's members comprise business, labor, units of government, regional planning organizations, as well as individuals.



www.tdawisconsin.org and Twitter handle **@TDAWisconsin**