



# **Legislative Review**

## **2024 Town Road School**



# 2023-24 Legislative Review

- Transportation funding progress
- **2023-24 Budget**
  - GTA
  - LRIP
  - ARIP
  - Culverts
- **Future funding sources**



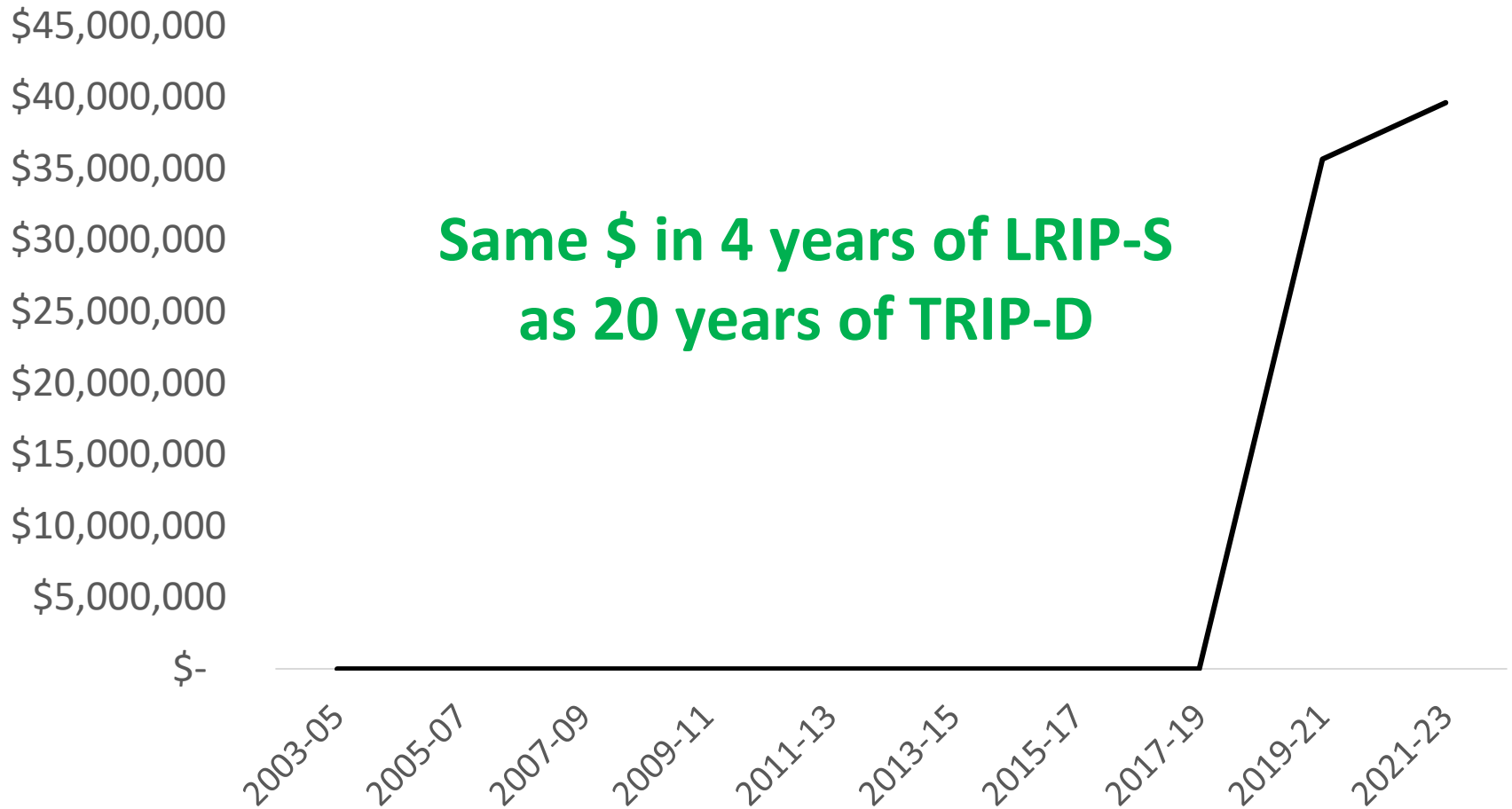
# We have made transportation funding progress...

- 2019-21 Multi-modal Local Supplement Program - \$90 Million
  - 39% to towns
- 2021-23 Local Road Improvement Program - \$100 Million
  - 39% to towns
- LRIP Enhancement
  - \$12.4M to towns
- Bipartisan Infrastructure Law
  - \$15M to towns
  - \$225M Local Bridge Program
    - 100% Funding





# LRIP - Supplemental

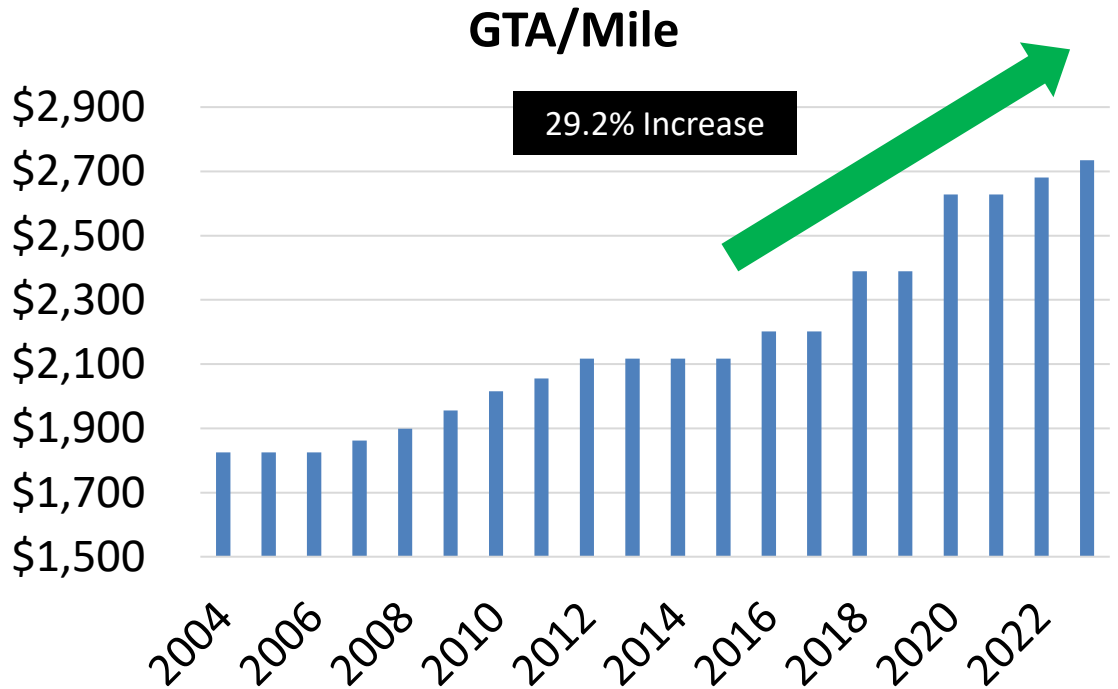




# We have made transportation funding progress...

## GTA Increase

- 2016 - 4%
- 2018 - 8%
- 2020 - 10%
- 2022 - 2%
- 2023 - 2%





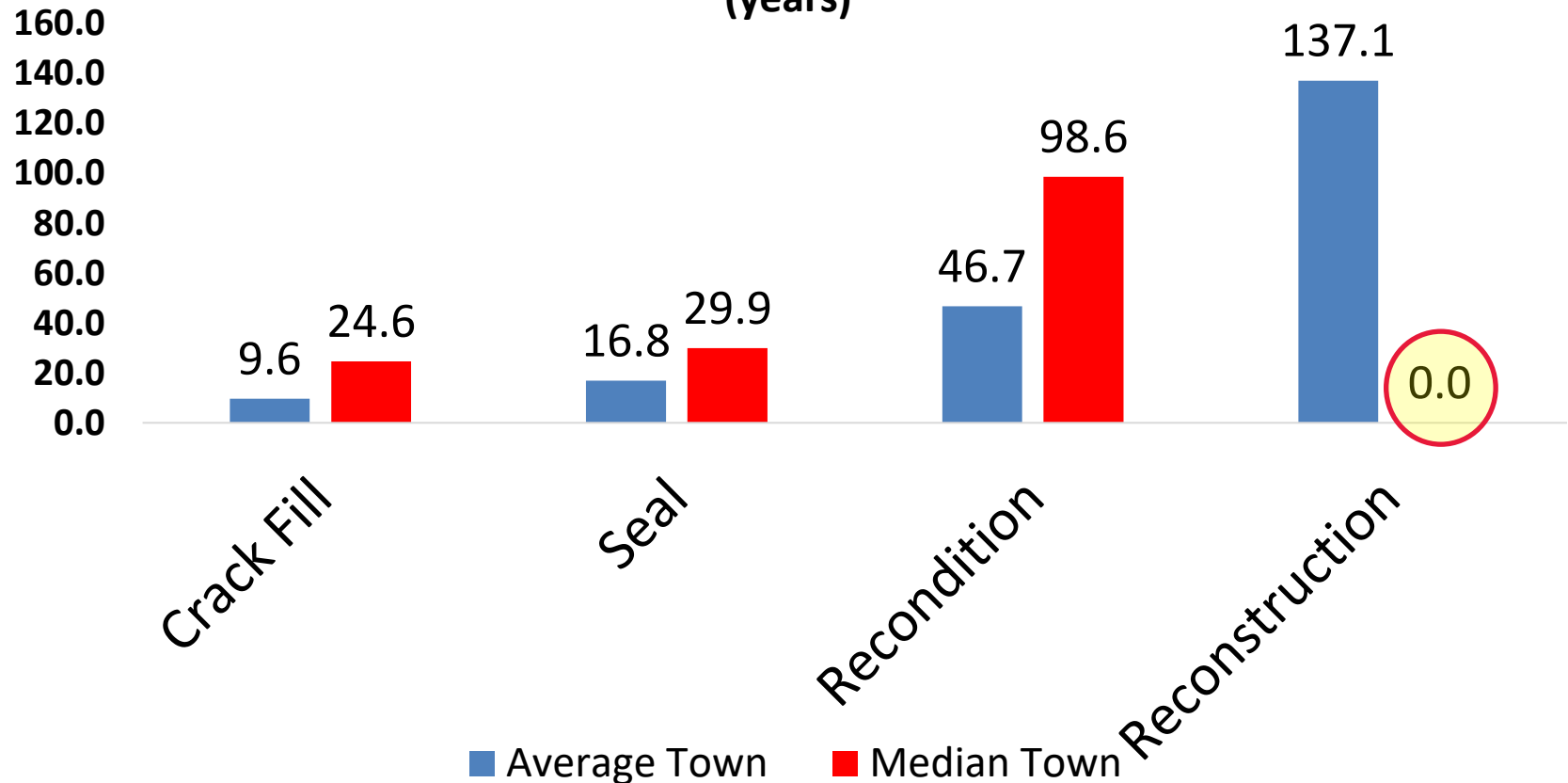
# We have made maintenance & replacement cycle progress...

	Most Efficient & Productive	2016 Average	2022 Average
Crack Filling	3 years	16.1 Years	9.2 Years
Sealing	5 – 7 Years	31.4 Years	16.8 Years
Recondition	20 – 35 Years	62.9 Years	46.6 Years
Reconstruction	40 – 70 Years	370.8 Years	137.1 Years



# But...we have great disparities... and ARPA

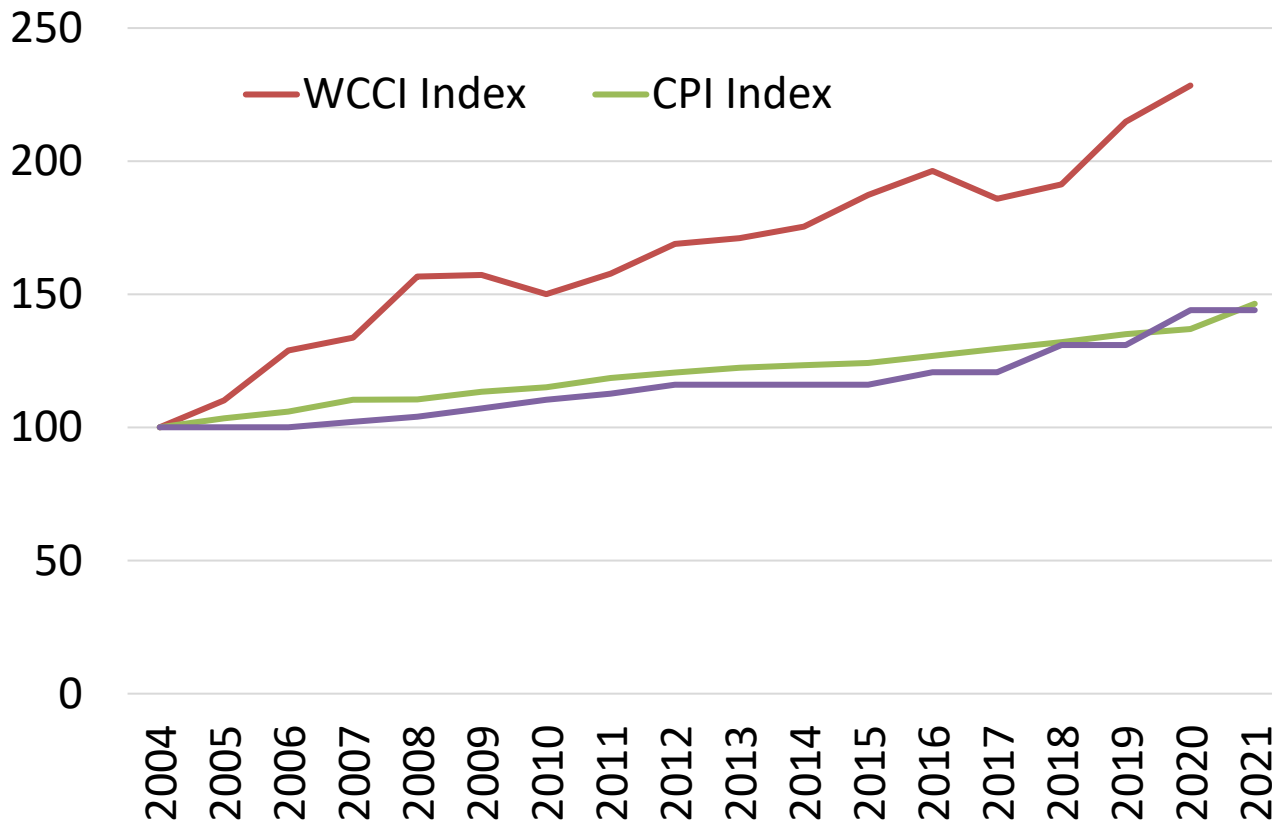
Town Average vs. Median Maintenance/Replacement Cycle (years)





# But...we have inflation

CPI vs. WCCI vs. GTA Index



- Average town reported a 35% increase in bid prices in last 5 years
- 1 out of 3 towns reported increases over 50%





# 2023-25 Budget

- Local Road improvement Program (LRIP)
  - 4% each year increase in the entitlement (formula)
  - 4% increase in discretionary
  - \$1.6M increase for towns
- LRIP-Supplimental
  - \$100M, one-time supplemental (third iteration)
  - \$39.1M for towns



# 2023-25 Budget

## ARIP

- \$150M one-time investment in a new Agricultural Roads Program
- Roads, bridges, and culverts that are subject to weight limits
- Up to a 90% cost share
- 1<sup>st</sup> round
  - 160 applications (135 town)
  - \$250 million requested





# 2023-25 Budget

## Culvert Inventory

- \$12.5M to inventory and assess 6' to 20' culverts
  - Town, city, village, and county structures
- 2024/2025 timelines.
- Future funding programs?



# 2023-25 Budget

## General Transportation Aids (GTA)

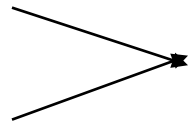
- **Governor's Proposal**
  - 4% increase in each year of the biennium
  - \$20.5 million increase for towns
- **Passed in Legislature**
  - 2% increase in each year of the biennium
  - \$10.2 million increase for towns



# GTA Veto

Rate per mile

Share of cost



Towns, cities, and villages receive highest payment

- Legislature increased GTA funding 2% each year and increased the rate per mile 2% each year
- Governor only vetoed the rate per mile increases

2022-23	\$2,734
2023-24	<del>\$2,789</del> \$2,734
2024-25	<del>\$2,845</del> \$2,734



## Veto Message

“...I object to providing further increases to mileage aid when the disparate impact of 2011 Wisconsin Act 32 on the mileage aid versus share of cost aid components of the general transportation aids formula remains unaddressed.”



# Future Funding?

- WTA preference
  - GTA
- Legislature preference
  - Competitive grants

Bottom line: Get used to applying for grants!



# Future Funding?

- General fund transfers
- Increased registration fees
- Taxes on the sale of electricity
- Tolling
- Vehicle miles traveled





**Questions?**