



Wisconsin Counties Association
ANNUAL CONFERENCE
& Exhibit Hall **2023**

10:30 – 11:30 AM

Innovative Strategies on Weight Limits for Roads and Getting Products to Market

Speaker: Tim Fiocchi, Senior Director of Government Affairs, WI Farm Bureau Federation

Moderator: Tina Osterberg, County Administrator, Monroe County

Innovative Strategies on Weight Limits for Roads and Getting Products to Market

Tim Fiocchi

Senior Director of Government Relations

Wisconsin Farm Bureau Federation

Introductions

Planning For a Future Economy

The 2023 Wisconsin State Freight Plan projects we'll see 12.4% more freight by 2030 and 50% more by 2050.

The American Trucking Association estimates the current 78,000 driver shortage will double by 2031.

Bridge lifespan is estimated at 75 years.

4. Modal Freight Forecasts

4.1 Highway Freight Forecasts

Although freight shipments by truck form the highest tonnage and value shipments across all modes, the forecast estimates show a slower rate of growth compared to other modes, with an increase of 12.4 percent by 2030 and 50.5 percent by 2050 for tonnage, and an increase of 18.2 percent by 2030 and 79.4 percent by 2050 by value. Wisconsin highways are expected to carry almost 632 million tons of freight by 2050, valued at approximately \$699 billion.

4.2 Freight Rail Forecasts

Overall railroad tonnage is predicted to increase by 96.1 percent statewide between 2022 and 2050. In addition, the value of this tonnage in 2050 is expected to more than double the value in 2022 (133.7 percent increase). Wisconsin rail lines are expected to carry 416 million tons of railroad cargo, valued at more than \$411 billion, in 2050.²⁶

4.3 Water Freight Forecasts

Overall water freight tonnage and value are expected to increase by 30.6 and 43.7 percent, respectively, between 2022 and 2050. These numbers represent the lowest expected growth rate of all major freight modes in Wisconsin. It is predicted that in 2050, water freight will handle 3.4 percent of freight tonnage and less than one percent of freight value in Wisconsin.

4.4 Air Cargo Forecasts

While air cargo movement represents a relatively small percentage by volume of overall trade, this relatively low-weight, time-sensitive, and high-value freight is important to Wisconsin's economy. The forecast increase in air freight movement reflects a continuing business trend toward adopting just-in-time logistics practices where production flexibility and delivery speed are essential.

The total air tonnage is forecast to increase by 83.5 percent statewide between 2022 and 2050. The value of this tonnage is expected to increase by 123.9 percent. Airports are forecast to ship or receive more than 209 thousand tons of air freight, valued at more than \$26 billion, in 2050.²⁷

4.5 Pipeline Forecasts

Pipeline infrastructure and data are owned and maintained by private entities. Further, today's heightened security environment has resulted in pipeline-related data being highly inaccessible to the public. The Freight Analysis Framework does attempt to estimate flows by pipeline, using a synthetic process. These estimates are very rudimentary, and while perhaps acceptable for estimating petroleum pipeline movements between large regions, they are not suitable for determining county-to-county flows of the type that are reported in Transearch.

Overweight (OSOW) Permits and Considerations

If we're going to move products from A to B the question is what's most efficient?

Equivalent Single Axle Loads (EASLs) provide apples to apples comparison.

Six axle milk trucks are currently eligible for a permit to operate at 98,000-pounds.

The Wisconsin Truck Size Weight Study showed this configuration had, “the highest savings in transport costs, safety, and congestion.” It also, “has the highest fuel and emissions reductions.”



Asset Management vs. Strict Preservation

An asset is a tool to be used and maintained.

If we're going to continue to have our economy perform, we need be pragmatic in our asset management.

You should expect support from industry to provide resources to maintain your assets.

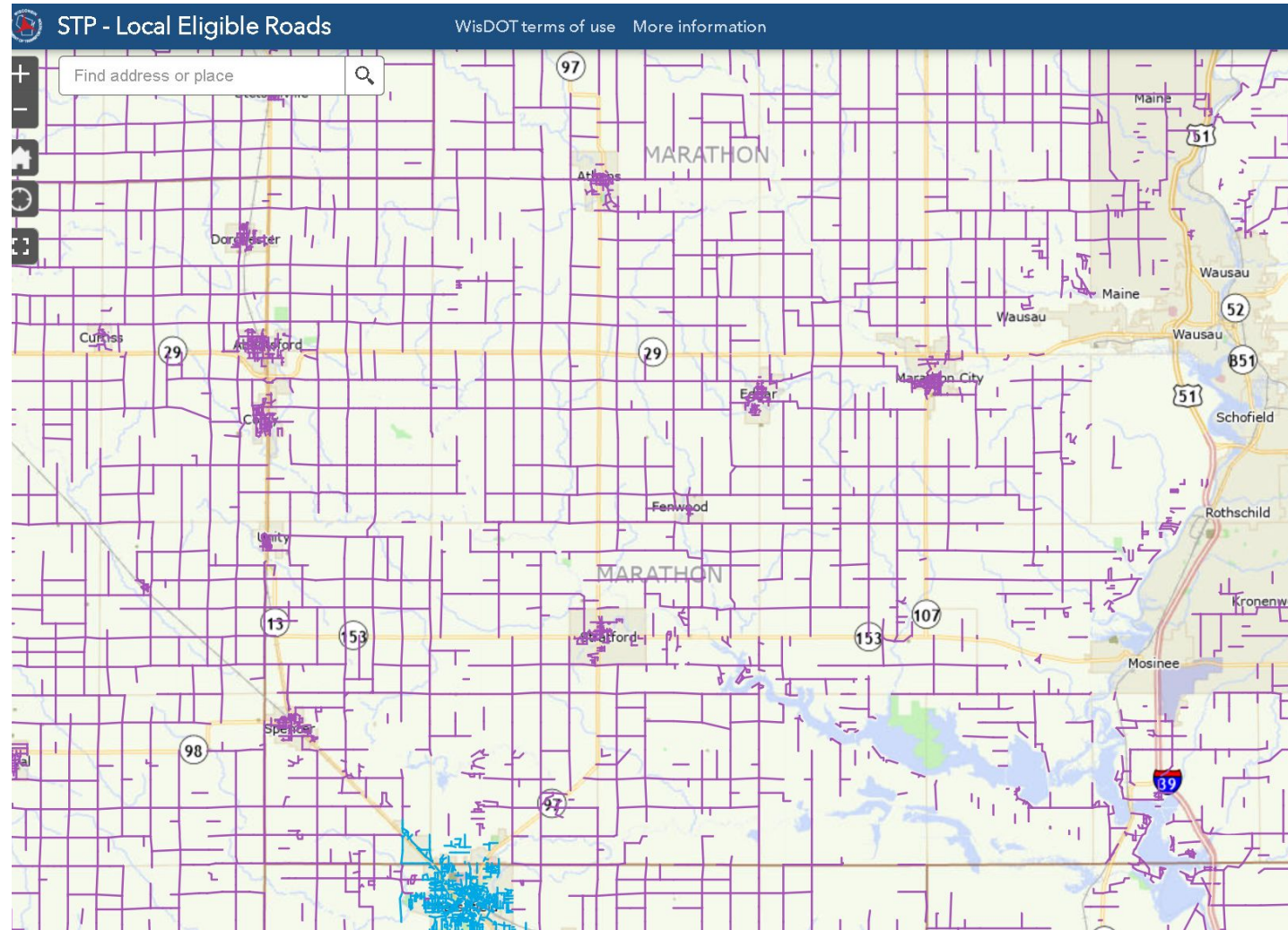
- b. STH 77, from 2nd Avenue in the city of Hurley to Olson Road in the city of Mellen, in Iron and Ashland counties.
- c. USH 51, from the USH 2/51 interchange north of the city of Hurley to Maple Ridge Road in the town of Mercer in Iron County.
- d. USH 45, from the Wisconsin-Michigan border to STH 54 in the city of New London.
- e. STH 139, from the Wisconsin-Michigan border to USH 8, in Florence and Forest counties.
- f. USH 8, from the Wisconsin-Michigan border in Marinette County to USH 45 in Oneida County.
- g. STH 13, from the junction of USH 2 and STH 13 in the city of Ashland to the intersection of STH 13 and Old Airport Road in Ashland County.
- h. STH 70, from the junction of STH 70 and USH 45 in the city of Eagle River to the junction of STH 70 and USH 51 in Vilas County.
- i. STH 64, from the junction of STH 64 and USH 45 in the city of Antigo to the junction of STH 64 and USH 141 in Marinette County.
- j. STH 64, from the junction of STH 64 and USH 141 in Marinette County to the junction of STH 64 and USH 41 in the city of Marinette.
- k. USH 141, from the village of Crivitz in Marinette County to the junction of USH 141 and CTH S in Oconto County.
- L. USH 41, from the town of Abrams in Oconto County to the city of Marinette.
- m. USH 8, from the junction of USH 8 and USH 45 in Oneida County to a point four-tenths of a mile west on USH 8.
- n. STH 54, from the junction of STH 54 and USH 45 in the city of New London to the junction of STH 54 and CTH S in Outagamie County.

Build it Now: Available Road Funding

The latest state budget and the federal Bipartisan Infrastructure Law have created a unique moment.

Surface Transportation Program (STP), Local Bridge Improvement Assistance Program, Local Road Improvement Programs (LRIP), and Agricultural Road Improvement Programs (ARIP) are making hundreds of millions of dollars available.

Many of these programs have matching rates up to eighty or ninety percent; this is as good as it gets.



Agricultural Roads Improvement Program



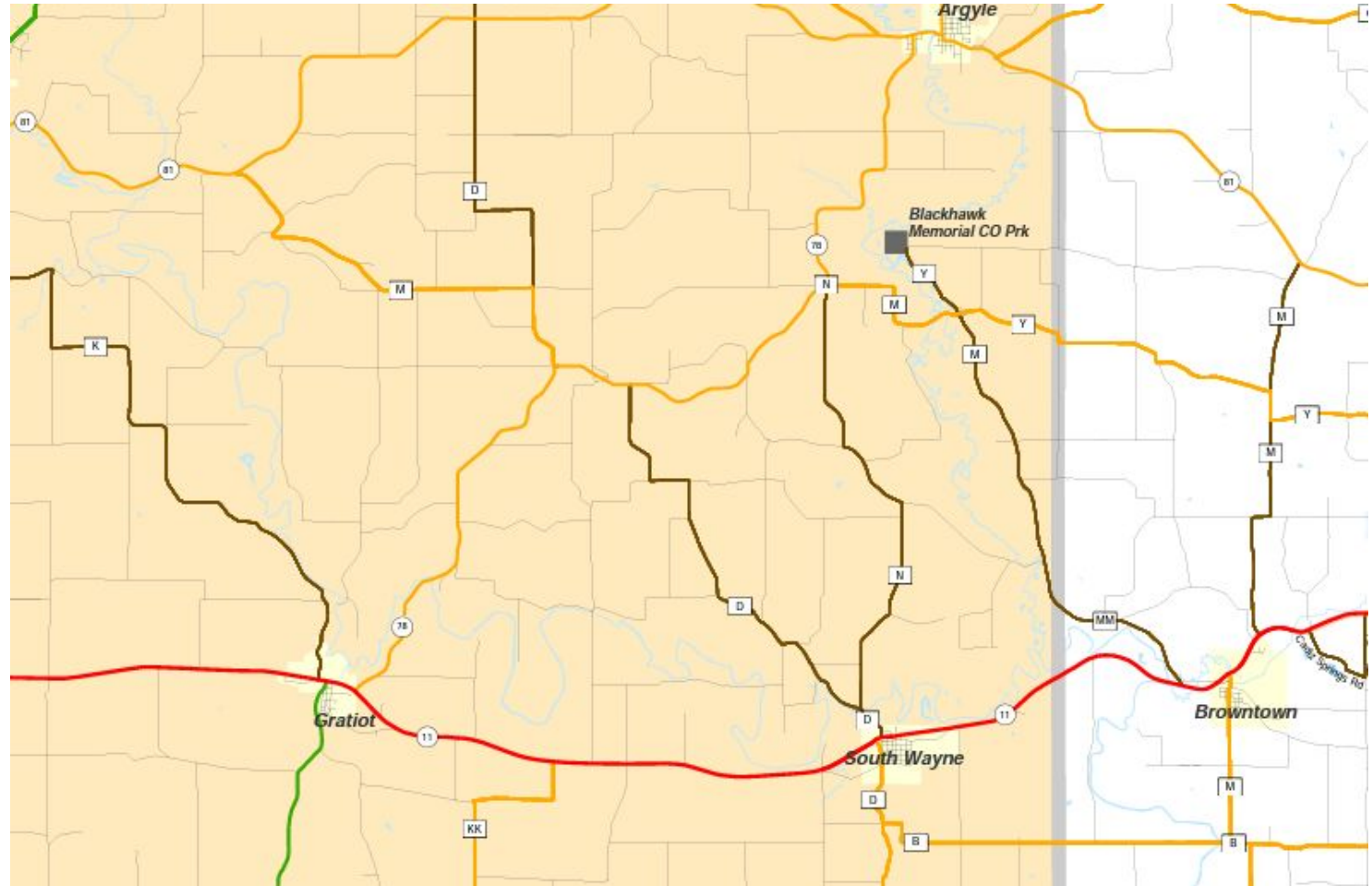
What you need to know

Eligible Projects

To be eligible for a grant under the program a route or structure must:

1. Have been posted for weight for at least one month in the previous year.
2. Be maintained by a local government and classified as a local road or minor collector.
3. Provide access to agricultural lands or facilities.

*Note: Bridge/culvert only projects limited to structures under 20 feet in length.



Competitive Criteria for the Grants



- Priority under the program will be given to projects that provide the greatest benefit to agricultural producers using the following criteria:
 - It provides the greatest positive economic impact.
 - It provides access to the largest number of agricultural producers or volume of agricultural goods.
 - It will result in the reduction of cost for producers due to repeated trips at reduced weight, labor, fuel, or mileage/wear on agricultural equipment.
- Grants will be for up to 90% of reimbursable costs which include costs for plan design and engineering as well as construction of the project.

Timeline



- DOT is working on the application forms and guidance.
- Application period is TBD but start planning now.
- If you know where you have problems and/or who applies for loH permits, start a conversation.
- Budget for unique project opportunities.

Discussion

Thank you!

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