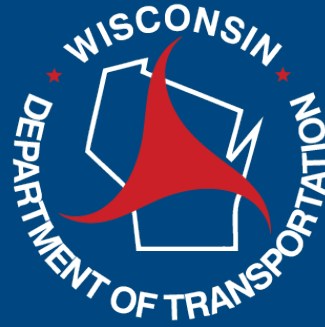




# Wisconsin State Freight Plan

## 2027



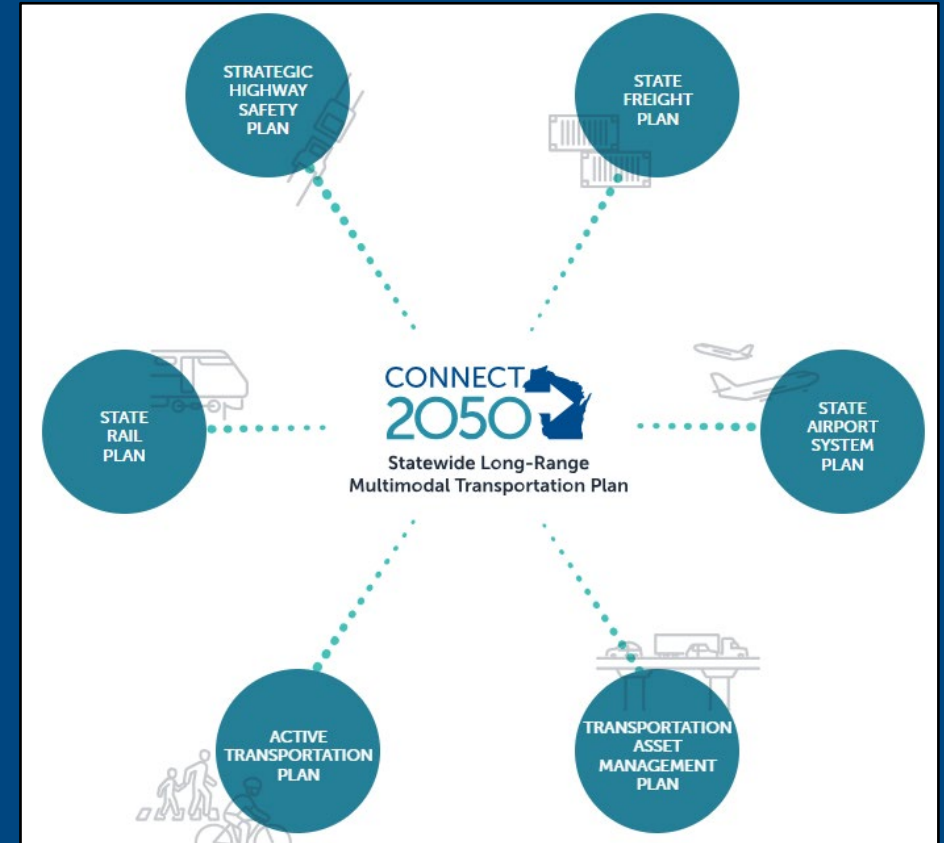
# Overview

- What is the State Freight Plan (SFP)?
- Why is the SFP Important?
- Vision
- History
- Areas of Emphasis
- Key Economics
  - Global Economy
  - Modal
- Policies
- Mapping and Freight Investment Plan
- Maritime-Focused Info
- Projected Timeline
- Questions?



# What is the State Freight Plan?

- Provides a vision and goals for Wisconsin's freight program and positions Wisconsin to remain competitive in the global marketplace
  - Enhance safety, security, and resiliency
  - Ensure system preservation and enhancement
  - Enhance system mobility, operations, reliability, efficiency, and connectivity
- Reflects, considers, and addresses freight needs across all modes
- Looks ahead to the future of freight in Wisconsin and the needs of the state
- Connects to WisDOT's long-range multimodal plan Connect 2050



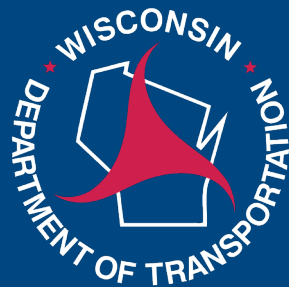
# Why Is It Important?

- Freight transportation assets are critical to Wisconsin
  - Agriculture, food and beverage, manufacturing, and forestry, among others, depend on the safe and efficient movement of goods
- Freight movement volumes are forecast to increase in coming decades
  - Plan provides a framework to strategically address needs
- Completion of the Plan allows access to federal freight funding
  - National Highway Freight Program funds through the Infrastructure Investment and Jobs Act (IIJA)
- Public feedback can help shape the Plan and inform the next update
  - Each plan has a time for public involvement which helps us assess the needs of Wisconsin's freight network
- WisDOT strives for good stewardship of the state transportation system
  - Maximize economic competitiveness, enhance public safety, and optimize the use of federal and state tax dollars



# Vision

*WisDOT envisions a multimodal freight transportation system that enhances the state's economic productivity, competitiveness, and quality of life through the movement of goods safely, reliably, and efficiently, while minimizing impacts to the natural environment*



# History of Wisconsin's State Freight Plan

- State Freight Plan #1
  - Released in 2018
  - WisDOT's freight-related policies were brought into a single document
  - Over \$120M in federal freight funding available to Wisconsin
    - Applied to major projects such as I-39/90 and I-43
- State Freight Plan #2
  - Released in 2023
  - Offers state-level view of transportation system performance, freight flows and economic data
  - Over \$138M in federal freight funding available to Wisconsin
    - Applied to major projects such as I-41 in the Fox Valley region and I-94 west of Eau Claire



# Areas of Emphasis

- Safety and Resilience
  - Improving surface transportation resilience against natural hazards and extreme weather events, while reducing truck-related crash fatalities
- System Preservation
  - Maintaining and rehabilitating critical infrastructure, ensuring that over 90% of the state's Backbone System pavement and 95% of state bridges are kept in fair or above condition
- Multimodal Efficiency
  - Enhancing capacity and connectivity across all freight modes, which includes rail and harbors
- Economic Competitiveness
  - Prioritizing freight-related transportation improvements that keep Wisconsin's agricultural, forestry, and manufacturing industries competitive in the global marketplace



# Facilitating Economic Growth

- Connection to the Global Economy
  - Discussions of imports and exports from Wisconsin
    - Looking at what products are creating positive impact and how WisDOT can potentially facilitate further economic growth
- System Efficiency
  - Optimizing the multimodal network will help to eliminate bottlenecks and support business growth in both the state and local economies
- Modal Statistics
  - By analyzing metrics such as the volumes and values of freight on corridors, planners can make informed infrastructure investment recommendations



# Connection to the Global Economy

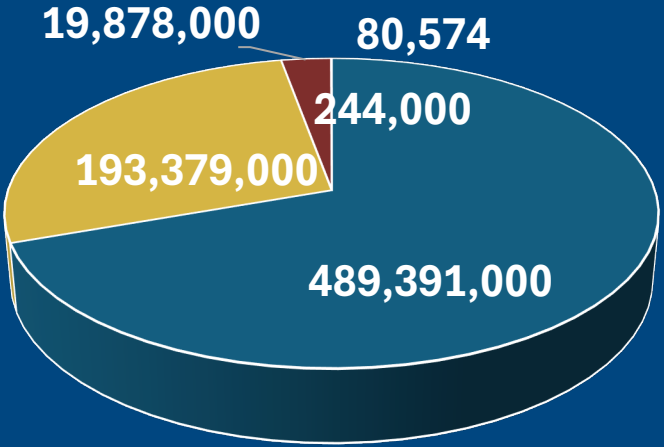
- Wisconsin's highways connect the state to major truck, water, air, and rail transportation hubs within the region and the United States
- Transcontinental railways cross Wisconsin, connecting the state to both the Atlantic and Pacific coasts, as well as Canada and Mexico
- Wisconsin is connected to the Atlantic Ocean and international markets through the Mississippi River and Great Lakes ports

| Freight-Dependent Sector                                  | Average Monthly Employment (2024) | Average Monthly Employment (Q1-Q3 2025) | % of Total WI Employment (Q1-Q3 2025) | GDP (Current Billion USD) 2025 | % of Total WI GDP 2025 |
|-----------------------------------------------------------|-----------------------------------|-----------------------------------------|---------------------------------------|--------------------------------|------------------------|
| Manufacturing                                             | 465,831(16%)                      | 459,340                                 | 15.60%                                | \$73.83                        | 15.60%                 |
| Wholesale and Retail Trade                                | 430,397 (15%)                     | 424,539                                 | 14.40%                                | \$61.91                        | 13.10%                 |
| Transportation, Information, & Utilities/Energy           | 186,298 (6%)                      | 127,992                                 | 4.40%                                 | \$40.00                        | 8.50%                  |
| Construction                                              | 143,334 (5%)                      | 103,331                                 | 3.50%                                 | \$21.79                        | 4.60%                  |
| Agriculture and Forestry, Fishing and Hunting, and Mining | 32,618 (1%)                       | 31,476                                  | 1.10%                                 | \$7.15                         | 1.50%                  |
| <b>Total Freight Dependent Sectors</b>                    | <b>1,258,478 (43%)</b>            | <b>1,146,678</b>                        | <b>39.00%</b>                         | <b>\$204.69</b>                | <b>43.30%</b>          |
| <b>All Sectors</b>                                        | <b>2,944,347</b>                  | <b>2,939,066</b>                        | <b>100%</b>                           | <b>\$473.04</b>                | <b>100%</b>            |

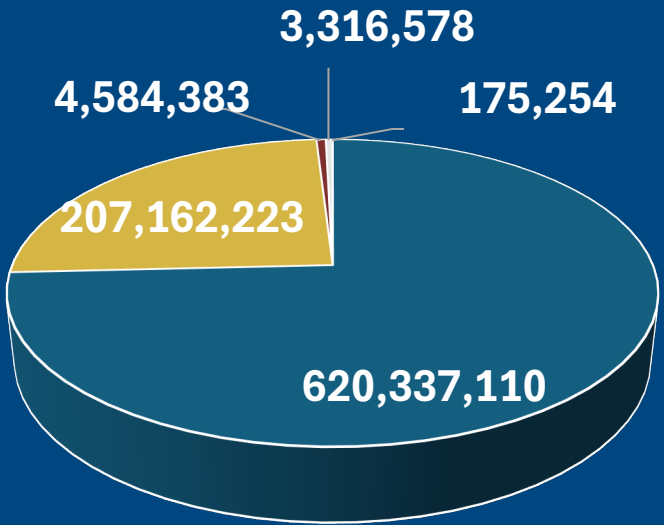
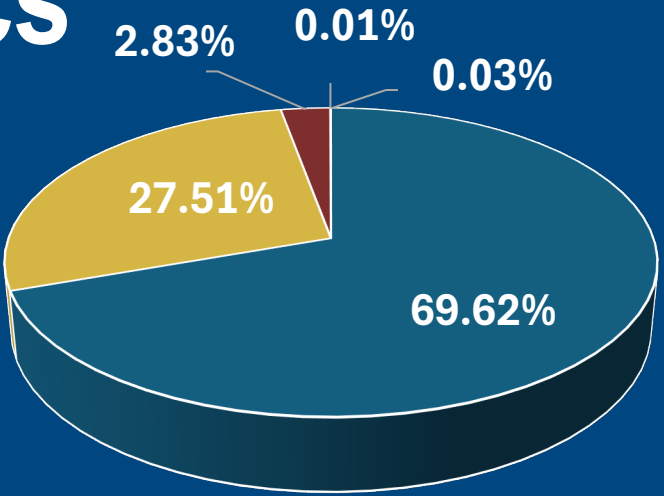
Source: Bureau of Economic Analysis, Bureau of Labor Statistics – Quarterly Census of Employment and Wages. 2025 data was released on April 7th.



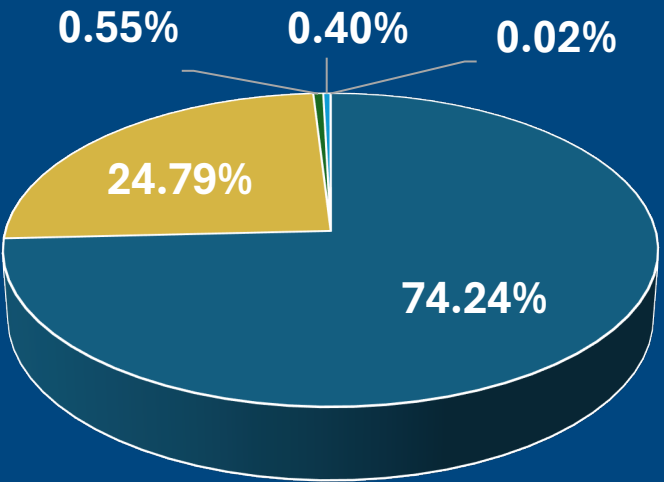
# Modal Statistics



**VOLUME**  
(In Tons)



**VALUE**  
(In Thousands  
Of Dollars)

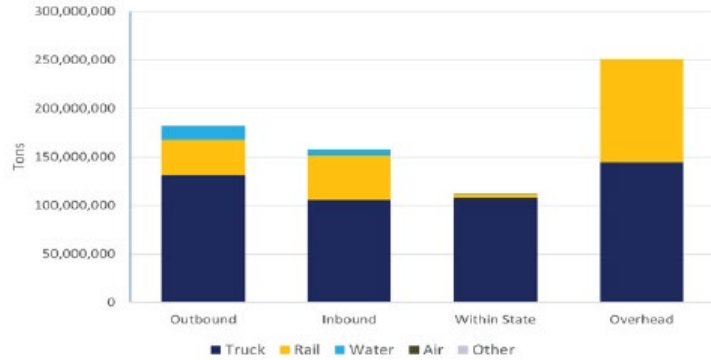


□ Truck    ■ Rail    ■ Water    ■ Air    ■ Other



# Multimodal Tons and Values

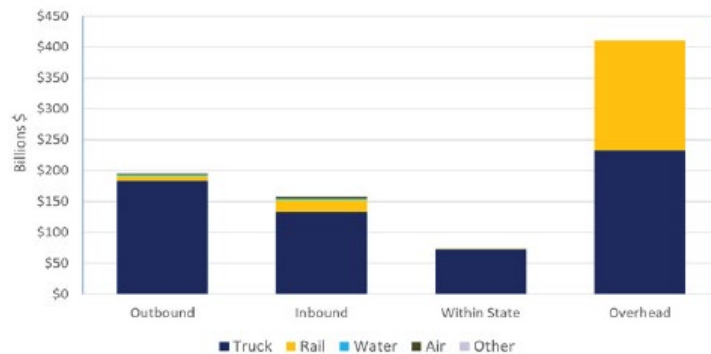
Wisconsin Freight Shipments by Volume  
2023



Wisconsin freight shipments by tonnage - 2023

|       | Outbound    | Inbound     | Within State | Overhead    | TOTAL       |
|-------|-------------|-------------|--------------|-------------|-------------|
| Truck | 131,204,000 | 105,882,000 | 107,866,000  | 144,439,000 | 489,391,000 |
| Rail  | 36,796,000  | 45,492,000  | 4,381,000    | 106,710,000 | 193,379,000 |
| Water | 13,797,000  | 5,935,000   | 146,000      | 0           | 19,878,000  |
| Air   | 36,000      | 44,000      | 574          | 0           | 80,574      |
| Other | 2,000       | 242,000     | 0            | 0           | 244,000     |
| TOTAL | 181,835,000 | 157,595,000 | 112,393,574  | 251,149,000 | 702,972,574 |

Wisconsin Freight Shipments by Value (\$)  
2023



Wisconsin freight shipments by value (\$) - 2023

|       | Outbound          | Inbound           | Within State     | Overhead          | TOTAL             |
|-------|-------------------|-------------------|------------------|-------------------|-------------------|
| Truck | \$182,722,324,000 | \$132,987,189,000 | \$71,966,423,000 | \$232,661,174,000 | \$620,337,110,000 |
| Rail  | \$9,477,822,000   | \$19,526,299,000  | \$1,110,321,000  | \$178,047,781,000 | \$207,162,223,000 |
| Water | \$1,354,089,000   | \$3,069,271,000   | \$161,023,000    | \$0               | \$4,584,383,000   |
| Air   | \$1,548,215,000   | \$1,741,317,000   | \$27,046,000     | \$0               | \$3,316,578,000   |
| Other | \$73,874,000      | \$101,380,000     | \$0              | \$0               | \$175,254,000     |
| TOTAL | \$195,176,324,000 | \$157,425,456,000 | \$73,264,813,000 | \$410,708,955,000 | \$835,575,548,000 |

Source: 2023 S&P Transearch Database



# Policies

- Starting point was the 2023 policy statements and supporting language
- Two-year plan to solicit industry feedback
  - Spring 2025 FAC meeting
  - Fall 2025 FAC meeting
  - 2025 WisDOT Freight Rail Conference
  - Spring 2026 FAC meeting
- Updates made in June, reviewed by 70+ WisDOT SMEs
- Under review by leadership



# Policy Example from the 2023 SFP

*Retain a freight focus within WisDOT to understand freight needs across the state and to integrate freight transportation policies into department planning and investment decision-making processes*

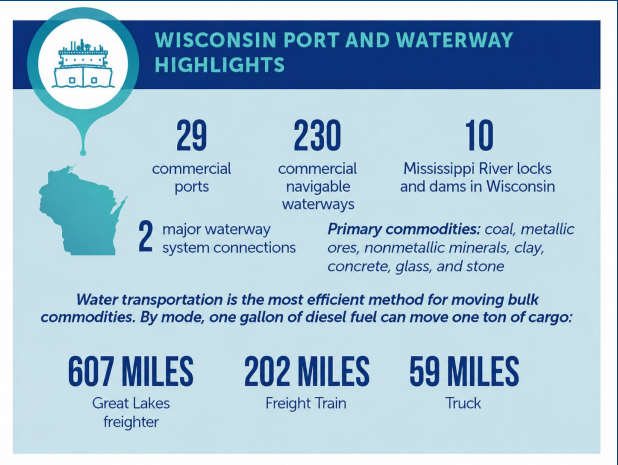
Originally established as a policy in Connections 2030, retention of a freight focus within the department will support the state's effort to maintain and enhance its competitive role within regional, national and global markets, and strategically place the state at a competitive advantage to apply for federal funding for freight projects that address congestion. To qualify for federal funds, projects must be innovative. States must possess significant knowledge of commodity flows, have committed private sector participation, track freight performance measures, and produce cost-benefit analyses. States with advanced freight planning efforts will be positioned to compete for this funding.



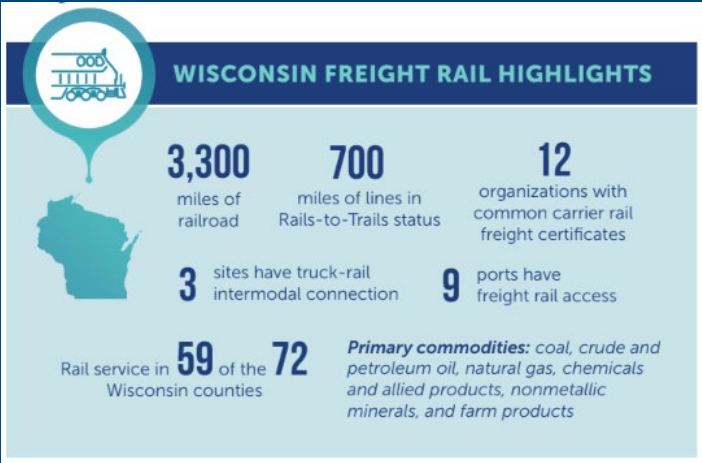
# Mapping - Wisconsin's Multimodal Freight Network



\*Accurate as of June 2026



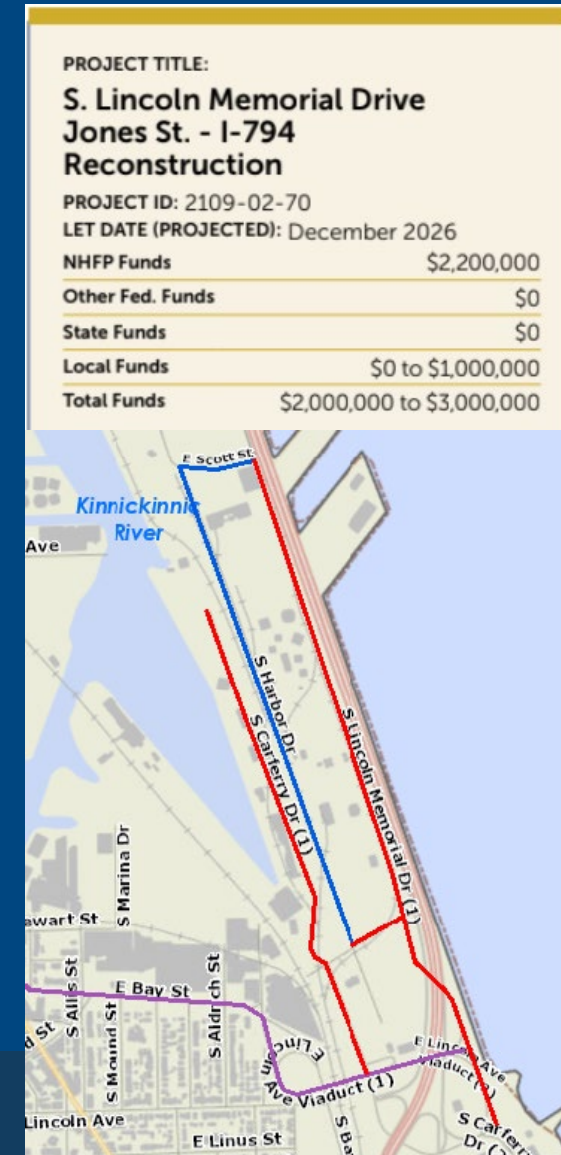
\*Accurate as of June 2026



\*Accurate as of June 2023



# Freight Investment Plan - Example Project

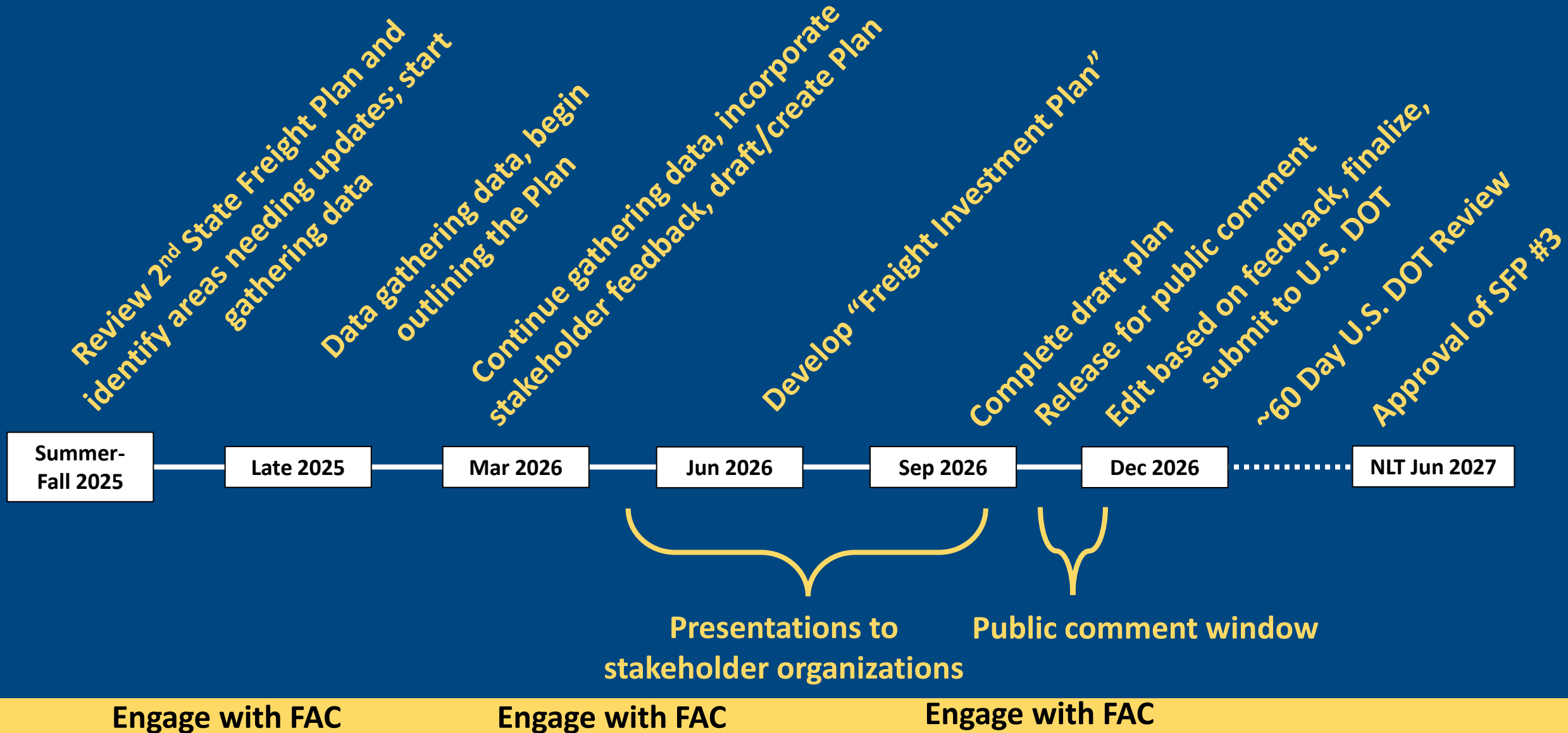


# Maritime-Focused Info

- Tonnage, values, and commodity types through largest ports
  - XXXXX
- Mississippi River lock and dam performance
- HAP discussion
- Updated policy statements



# Projected Timeline



# Questions



Wisconsin Division

525 Junction Road, Suite 8000  
Madison, WI 53717  
Phone: (608) 829-7500  
Fax: (608) 662-2121  
[www.fhwa.dot.gov/widiv/](http://www.fhwa.dot.gov/widiv/)

March 19, 2018

In Reply Refer To:  
HDA-WI

Mr. Dave Ross, Secretary  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue, Room 120B  
Post Office Box 7910  
Madison, WI 53707-7910

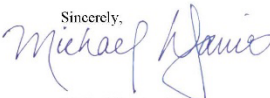
Dear Secretary Ross:

The Federal Highway Administration (FHWA) Wisconsin Division Office has reviewed and is approving the Wisconsin Department of Transportation (WisDOT) State Freight Plan. The document was received by the Division on October 18, 2017, with final requested changes received February 21, 2018.

The Division Office finds that the Plan contains all elements required by 49 U.S.C. § 70202. WisDOT has, therefore, met the prerequisite in 23 U.S.C. § 167(i)(4) that it develops a State Freight Plan in accordance with 49 U.S.C. § 70202 before it may obligate funds apportioned to the State under 23 U.S.C. § 104(b)(5). Wisconsin may now obligate such funds for projects that meet all National Highway Freight Program (NHFP) eligibility requirements described in 23 U.S.C. § 167, and all other applicable Federal requirements.

Please be advised that the Division Office's finding that the Plan satisfies the requirements of 49 U.S.C. § 70202 and 23 U.S.C. § 167(i)(4) is not a determination that the projects listed in the freight investment plan component of the Plan required by 49 U.S.C. § 70202(b) meet all other NHFP eligibility requirements set forth in 23 U.S.C. § 167, or any other applicable Federal requirement.

If you have any questions regarding NHFP eligibility requirements, please contact Mary Forlenza at 608-829-7517.

Sincerely,  
  
Michael Davies, P.E.  
Division Administrator



Wisconsin Division

525 Junction Road, Suite 8000  
Madison, WI 53717  
Phone: (608) 829-7500  
Fax: (608) 662-2121  
[www.fhwa.dot.gov/widiv/](http://www.fhwa.dot.gov/widiv/)

June 22, 2023

In Reply Refer To:  
HDA-WI

Mr. Craig Thompson, Secretary  
Wisconsin Department of Transportation  
4822 Madison Yards Way  
P.O. Box 7910  
Madison, WI 53707-7910

Dear Secretary Thompson:

The Federal Highway Administration Wisconsin Division Office, along with other U.S. Department of Transportation modal agencies, has reviewed the Wisconsin Department of Transportation's *Wisconsin State Freight Plan—Planning Now to Move Tomorrow*.

**The Division finds that the Plan contains all elements required by 49 U.S.C. § 70202.** The State has, therefore, met the prerequisite that it develops a State Freight Plan in accordance with 49 U.S.C. § 70202 before it may obligate funds apportioned to the State. WisDOT may now obligate such funds for projects that meet all National Highway Freight Program eligibility requirements and all other applicable Federal requirements.

Please be advised that the Division's finding that the Plan satisfies the requirements is not a determination that the projects listed in the freight investment plan component meet all other NHFP eligibility requirements set forth in 23 U.S.C. § 167, or any other applicable Federal requirement.

If your staff has any questions regarding NHFP eligibility requirements, they may contact Jada Bigham, the Division's Freight Program Specialist at [jada.bigham@dot.gov](mailto:jada.bigham@dot.gov) or 608-829-7512.

Sincerely,



Linda K. Swann  
Deputy Division Administrator

For:

Glenn D. Fulkerson  
Division Administrator

Target: No Later  
Than June 22, 2027

