

2018–2019

Transportation Budget Trends



Transportation Budget Trends

2018–2019

Wisconsin Department of Transportation

The report provides a
comprehensive view of
transportation budget information
presented by program area.

Questions on this report or data contained herein may be directed to:

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A message to our readers

The Wisconsin Department of Transportation is pleased to provide you with a copy of the 2018 – 2019 edition of Transportation Budget Trends. This document is intended to serve as a resource for transportation professionals and those interested in how Wisconsin's state and federal transportation funds are distributed across all the various transportation modes.

The Office of Management and Budget prepares Transportation Budget Trends on a biennial basis. It presents a high level summary of transportation budget revenues for the period 2000 through 2019 and provides a look at how those revenues have been budgeted by the Legislature and the Governor. The most recent data reflects 2017 Wisconsin Act 59 (the 2017 – 2019 Executive Budget Act).

The first three sections of Transportation Budget Trends focus on state and federal budget revenues and appropriations. The remaining four sections focus on appropriations for state highways, local transportation capital assistance, local transportation aids, department operations, bonding debt service, and other state agencies. There are also appendices that provide an overview of related information.

Efforts are made to ensure the accuracy of the budget data contained in the document. However, Transportation Budget Trends is not intended to replace the department's annual financial report which is prepared under generally accepted accounting principles, and it is not an audit of the department's finances.

Sincerely,

Dana Burmaster
Director
Office of Management and Budget
Wisconsin Department of Transportation

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INTRODUCTION

Assumptions and Program Overview

This report presents budget information on major transportation programs of the Wisconsin Department of Transportation (WisDOT). Each section provides brief program descriptions along with figures and tables of specific program financial data. In most cases, financial statistics are provided in both nominal dollars and constant 2017 dollars to allow comparison of real value. For selected programs, supplemental information is presented to enhance understanding of the trends that have occurred within program funding. Appendices included at the end of this report present data on transfers from the Transportation Fund, travel and transportation trends in Wisconsin and related demographic trends.

The report summarizes budget trends in major transportation programs, covering the period from 2000 through 2019. Budget data for the 2000 to 2017 period are historic; data for 2018 and 2019 are from the FY 2017–19 Biennial Budget, 2017 Wisconsin Act 59. Where depicted, the percentage change over time in budgeted amounts is calculated by subtracting a base year budget amount from the latest year budget amount, divided by the base year budget amount. The compound annual growth rate (CAGR) describes the rate at which an appropriation would have grown between the base year and the latest budget amount if it had grown at a steady rate.

In most cases, the trend analysis in this report uses 2006 as the base year for calculating the CAGR and the percentage change over time. The year 2006 was chosen because it was the last year that saw an increase in the Wisconsin motor vehicle fuel tax.

As noted above, most program data in this report is presented in both nominal dollars and constant 2017 dollars. Nominal dollars present the trends seen through each year's appropriations, but constant dollars provide a better measure of purchasing power over time. Constant dollar values were calculated on a fiscal year basis using the Consumer Price Index-Urban (CPI-U). See Appendix D for the table used to convert nominal dollars to constant 2017 dollar amounts.

Assumptions

The program information provided in this report contains the following assumptions:

- State appropriations through FY 17 reflect budget act amounts, including state employee pay plan amounts plus amounts from federal plan adjustments and subsequent legislation, e.g. 13.10 requests. Program lapse amounts and employee pay plan amounts for FY 18 and FY 19 are not included because they are unavailable at time of publication.
- Federal appropriations reflect estimates, included in the state transportation budget, of amounts to be committed in a state fiscal year. During most years, the estimates are updated as information on federal budget levels becomes available. Amounts provided in FY 09 and FY 10 by the American Recovery and Reinvestment Act of 2009 are also reflected throughout the document.
- Local funds reflect estimates of the portion of project costs under certain programs that have been or will be paid or reimbursed by entities other than the state or federal government.

- Allotments approved by the Department of Administration without Joint Committee on Finance action are not included, e.g. re-estimates of local and federal funds.
- Since, in many cases, dollars are available for more than the year in which they were originally authorized, actual expenditures in any year may have been more or less than indicated. Unless otherwise indicated, state fiscal years, which begin on July 1 and end on June 30, are shown.
- The state's Transportation Fund relies on a variety of revenue sources to invest in a number of different transportation modes. As such, most major program information is presented on an all-funds basis. The all-funds basis includes federal, state, and local government sources, bonding proceeds, and program revenues.
- Increases in revenue and appropriations over time are in part the result of inflation. In order to compare changes in real dollars, most of the data in this report are presented in both nominal dollars and constant 2017 dollars. Because most of the figures cited are in the state budget, the conversion factors used are for state fiscal year. Since the conversion factors are slightly different for federal fiscal year and calendar year, there is less precision in constant dollar conversions for federal and local funds.

Program Overview

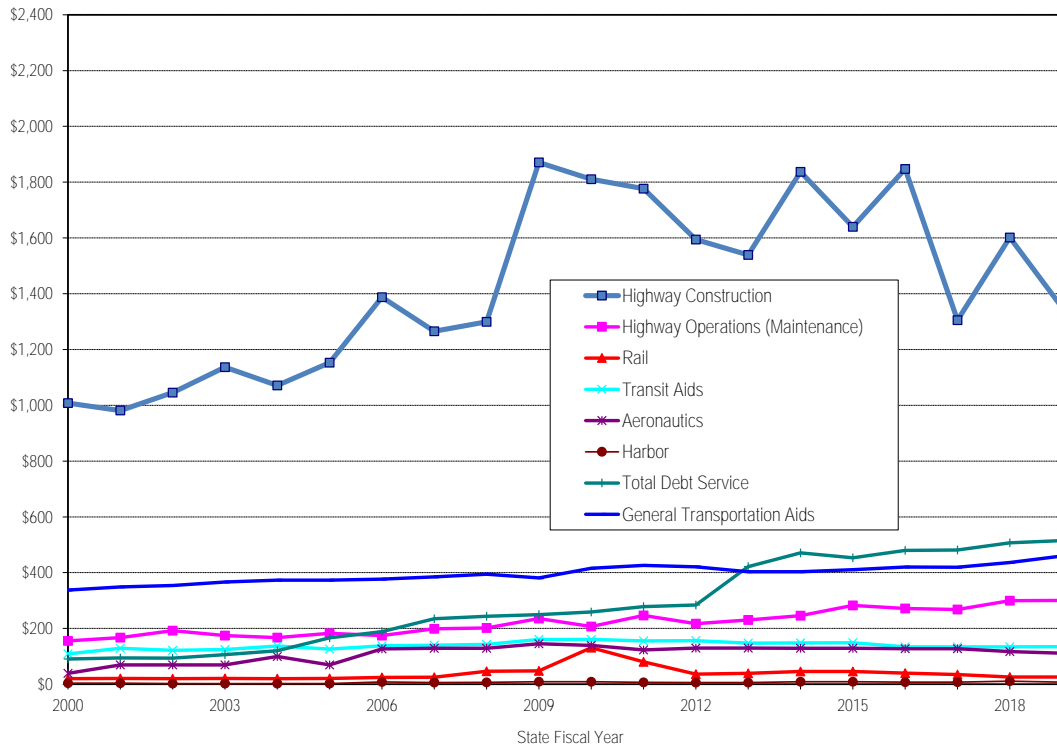
For the purposes of this analysis, the WisDOT budget funds modal and non-modal program costs. Modal costs include highway construction, highway maintenance, transit, rail, aeronautics, harbors, debt service, and general transportation aids to local units of government. Non-modal costs include elderly and disabled transportation assistance, special aids to local units of government, allocations to other Wisconsin state agencies, and department operations, including costs for operating the Division of Motor Vehicles, Division of State Patrol, and business operations of the department. Although related to the modal side of the budget, costs for highway administration and planning and multimodal grants and activities are also considered non-modal programs. As a share of all WisDOT funds (minus service funds), amounts for non-modal programs are 10.7% for the period 2006 through 2019, ranging from a high of 12.2% in FY 07 to a low of 9.7% in FY 14.

The largest share of the WisDOT budget is appropriated for modal programs. Figures and tables TR1 and TR2 below provide an overview of the major budget trends in transportation modal programs in nominal dollars and constant 2017 dollars (millions) for the period 2000 through 2019.

The main sources of state funding for transportation programs are motor vehicle fuel taxes and auto registration fees. Figures and tables TR3 and TR4 provide an overview of changes in fuel tax and auto registration fee rates for the period 2000 through 2019.

Introduction, Assumptions and Program Overview

F-TR1: Modal Funding Trends, 2000 – 2019 (nominal dollars, millions)



T-TR1: Modal Funding Trends, 2000 – 2019 (nominal dollars, millions)

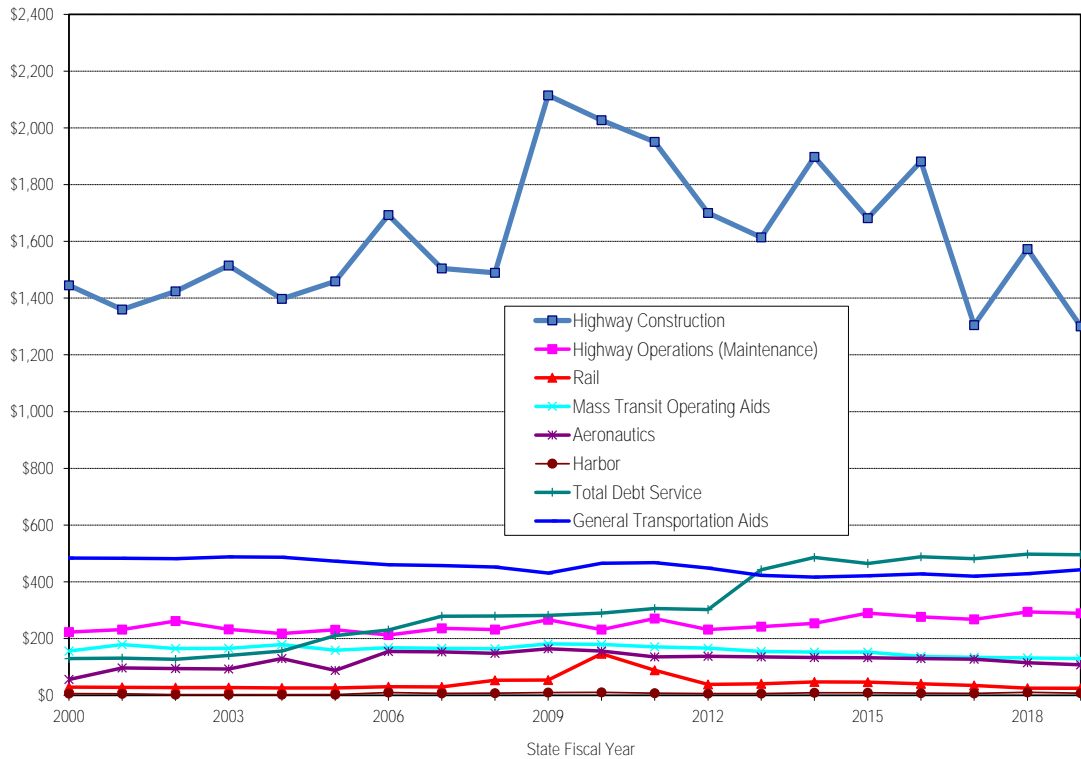
State Fiscal Year	Highway Construction						Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor	Total Debt Service	General Transportation Aids	TOTAL
	Major Highway Development	State Highway Rehabilitation	Southeast Wisconsin Freeway Rehabilitation/ Megaprojects **	Major Interstate and High Cost Bridge Construction	Local Road and Bridge Assistance									
2000	219.51	545.17	-	-	243.36		155.39	108.68	20.19	38.94	4.09	90.32	337.50	1,763.16
2001	223.02	572.04	-	-	186.05		167.34	128.94	20.39	69.59	4.09	94.50	348.52	1,814.50
2002	231.93	581.31	52.33	-	179.59		192.14	121.30	20.21	69.51	2.09	93.27	353.76	1,897.44
2003	241.62	562.13	151.60	-	181.51		174.21	124.16	20.81	69.45	2.09	105.81	366.16	1,999.54
2004	239.70	540.71	87.24	-	203.73		167.05	137.06	19.84	99.30	2.10	119.70	373.34	1,989.75
2005	242.94	544.32	175.66	-	189.65		182.61	125.61	20.74	69.50	2.10	166.26	373.34	2,092.74
2006	243.95	593.45	377.29	-	172.73		174.28	137.60	24.70	126.51	8.00	188.75	377.07	2,424.32
2007	330.79	631.80	95.99	-	206.82		198.60	139.58	25.00	128.76	6.01	234.76	384.61	2,382.72
2008	282.41	674.55	167.35	-	174.63		201.89	142.93	46.28	129.14	6.96	243.89	394.24	2,464.28
2009	379.56	905.87	337.49	-	247.62		235.54	160.42	47.78	145.13	8.86	249.48	381.23	3,098.97
2010	362.53	870.88	203.50	116.51	257.31		206.97	160.69	130.98	139.43	9.18	258.72	415.70	3,132.38
2011	355.94	694.67	437.28	113.10	175.87		246.50	155.40	80.61	123.32	6.91	278.44	425.86	3,093.90
2012	372.17	809.17	232.02	-	180.82		217.41	156.29	36.29	129.24	5.92	283.81	420.67	2,843.81
2013	371.56	798.79	188.00	-	180.82		230.66	147.42	39.11	129.24	5.92	421.75	403.52	2,916.80
2014	360.55	835.34	231.00	226.00	184.42		246.06	147.67	45.49	129.20	8.60	470.87	403.52	3,288.72
2015	367.85	805.56	286.00	-	180.82		282.95	148.74	45.79	129.20	8.60	453.28	410.64	3,119.41
2016	368.40	865.75	399.60	32.80	180.82		271.88	134.16	39.87	127.07	7.25	479.56	419.85	3,327.01
2017	272.70	832.27	15.00	4.00	180.82		267.89	134.16	34.74	127.07	7.25	481.41	419.66	2,776.98
2018	265.07	811.79	312.78	8.00	204.16		299.47	134.07	26.00	117.25	10.90	506.79	436.52	3,132.78
2019	298.63	807.65	40.80	-	203.13		300.44	134.47	25.79	111.55	7.70	514.99	459.73	2,904.89
2006-2019 % Change			-2.7%				72.4%	-2.3%	4.4%	-11.8%	-3.8%	172.8%	21.9%	19.8%
2006-2019 Compound Annual Growth Rate	1.6%	2.4%	-15.7%	N/A	1.3%		4.3%	-0.2%	0.3%	-1.0%	-0.3%	8.0%	1.5%	1.4%

Note: ** Funding for SE Rehab ended in FY 11 and began for SE Freeway Mega in FY 12.

For information on local and program revenue fund amounts excluded from the figure and table above, see notes for figures/tables 13 and 15.

Introduction, Assumptions and Program Overview

F-TR2: Modal Funding Trends, 2000 – 2019 (constant 2017 dollars, millions)



T-TR2: Modal Funding Trends, 2000 – 2019 (constant 2017 dollars, millions)

State Fiscal Year	Highway Construction						Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor	Total Debt Service	General Transportation Aids	TOTAL
	Major Highway Development	State Highway Rehabilitation	Southeast Wisconsin Freeway Rehabilitation/ Megaprojects**	Major Interstate and High Cost Bridge Construction	Local Road and Bridge Assistance									
2000	314.67	781.51	0.00	0.00	348.85		222.76	155.80	28.94	55.82	5.86	129.48	483.81	2527.50
2001	309.15	792.98	0.00	0.00	257.91		231.97	178.74	28.27	96.46	5.67	131.00	483.13	2515.29
2002	315.91	791.80	71.27	0.00	244.62		261.71	165.23	27.53	94.68	2.85	127.04	481.85	2584.50
2003	322.01	749.17	202.04	0.00	241.91		232.18	165.47	27.74	92.55	2.79	141.02	487.99	2664.86
2004	312.56	705.07	113.76	0.00	265.66		217.82	178.72	25.87	129.48	2.74	156.08	486.82	2594.59
2005	307.55	689.08	222.38	0.00	240.09		231.18	159.01	26.26	87.99	2.66	210.48	472.62	2649.28
2006	297.58	723.92	460.24	0.00	210.70		212.60	167.85	30.13	154.32	9.76	230.25	459.97	2957.33
2007	393.30	751.19	114.12	0.00	245.90		236.13	165.96	29.72	153.09	7.14	279.12	457.29	2832.95
2008	323.77	773.33	191.85	0.00	200.20		231.45	163.86	53.06	148.05	7.98	279.60	451.97	2825.13
2009	429.12	1024.17	381.57	0.00	279.95		266.30	181.37	54.02	164.08	10.02	282.06	431.01	3503.68
2010	405.88	975.01	227.84	130.44	288.07		231.72	179.90	146.65	156.10	10.27	289.65	465.40	3506.94
2011	390.75	762.61	480.04	124.16	193.07		270.61	170.59	88.49	135.38	7.59	305.67	467.51	3396.48
2012	396.91	862.96	247.44	0.00	192.84		231.86	166.68	38.70	137.83	6.31	302.67	448.64	3032.86
2013	389.70	837.79	197.18	0.00	189.64		241.92	154.62	41.02	135.55	6.21	442.34	423.22	3059.20
2014	372.36	862.71	238.57	233.41	190.46		254.13	152.51	46.98	133.44	8.88	486.30	416.74	3396.47
2015	377.20	826.03	293.27	0.00	185.41		290.14	152.52	46.95	132.49	8.82	464.80	421.08	3198.70
2016	375.24	881.83	407.02	33.41	184.18		276.93	136.65	40.61	129.43	7.38	488.47	427.65	3388.83
2017	272.70	832.27	15.00	4.00	180.82		267.89	134.16	34.74	127.07	7.25	481.41	419.66	2776.98
2018	260.28	797.13	307.14	7.86	200.47		294.06	131.65	25.53	115.13	10.70	497.64	428.64	3076.22
2019	287.56	777.71	39.29	0.00	195.60		289.31	129.48	24.84	107.41	7.42	495.91	442.69	2797.22
2006-2019 % Change			-23.2%				36.1%	-22.9%	-17.6%	-30.4%	-24.0%	115.4%	-3.8%	-5.4%
2006-2019 Compound Annual Growth Rate	-0.3%	0.6%	-17.2%	N/A	-0.6%		2.4%	-2.0%	8.1%	-2.7%	-2.1%	6.1%	-0.3%	-0.4%

SECTION 1

State Transportation Revenue

State transportation revenues are derived from two major sources: auto registration fees and motor fuel taxes. These two sources combine to account for 89% of state collected transportation revenue and 52% of total budgeted transportation funds (2018 – 2019).

Transportation Tax and Fee Revenue Milestones

Beginning in 1985, the Legislature mandated that the state motor fuel tax rate be adjusted annually on April 1 based on inflation and overall fuel consumption. In 1997, the Legislature removed the consumption factor and based the adjustment on changes in the Consumer Price Index. In 2005, the Legislature eliminated the annual indexing adjustment, with the last adjustment implemented on April 1, 2006. Other transportation tax and fee milestones are listed below:

FY 2001

- One-time railroad tax revenue decrease of \$10.8 million due to settlement of court case challenging assessment of property taxes on previously untaxed personal property, 1989 through 1995.

FY 2002

- Vehicle/driver abstract fee increased from \$3 to \$5.

FY 2004

- Auto registration fee increased from \$45 to \$55.
- First Wisconsin title and transfer of title fees increased from \$8.50 to \$18.50.

FY 2006

- First Wisconsin title and transfer of title fees increased from \$18.50 to \$28.50.
- Replacement title fee increased from \$8 to \$20.

FY 2008

- Auto registration fee increased from \$55 to \$75.
- Light truck registration fees increased from \$48.50 to \$75 for "A" plates, from \$61.50 to \$84 for "B" plates, and \$77.50 to \$106 for "C" plates.
- Heavy truck registration fees increased 30 percent.
- First Wisconsin title and transfer of title fees increased from \$28.50 to \$53.
- Most driver license, commercial driver license, and identification card transactions increased by \$10 to cover costs associated with implementing the federally mandated REAL ID Act of 2005.

FY 2010

- Lien recording and release fee increased from \$4 to \$10.
- Paper copy of driver record abstract fee increased from \$5 to \$7.

FY 2012

- The \$9 dollar Environmental Import Fee was repealed and the first Wisconsin title and transfer-of-title fees increased from \$53 to \$62.

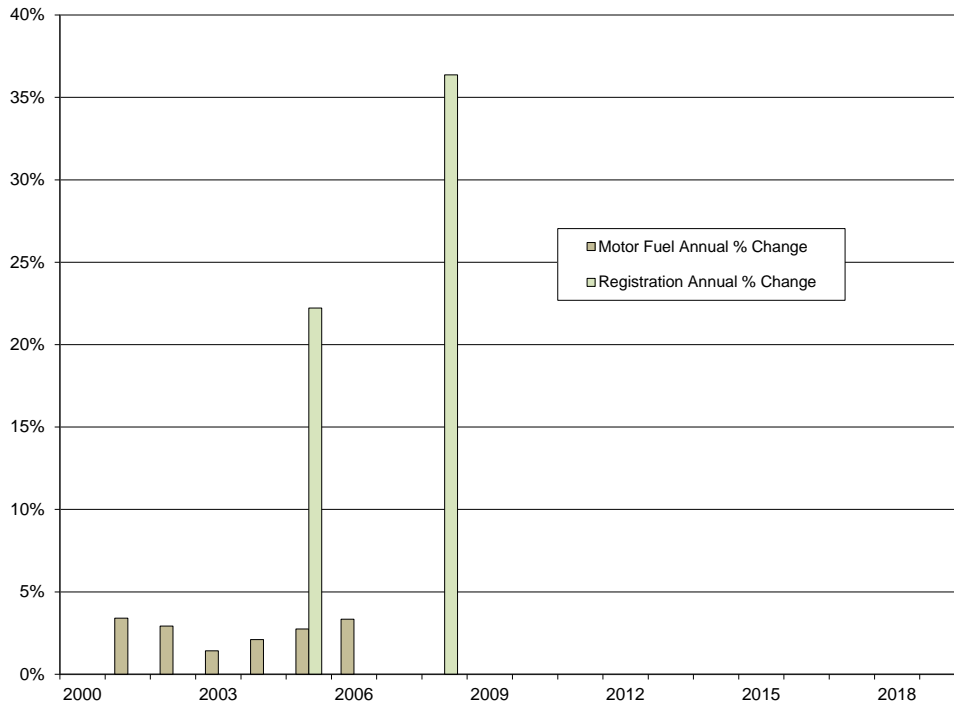
FY 2013

- Continuing transfer to the Transportation Fund of 0.25% of General Fund taxes or not less than \$35.1 million begins.

FY 2018

- Collection of a \$100 fee for all electric vehicles begins.

F-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars)

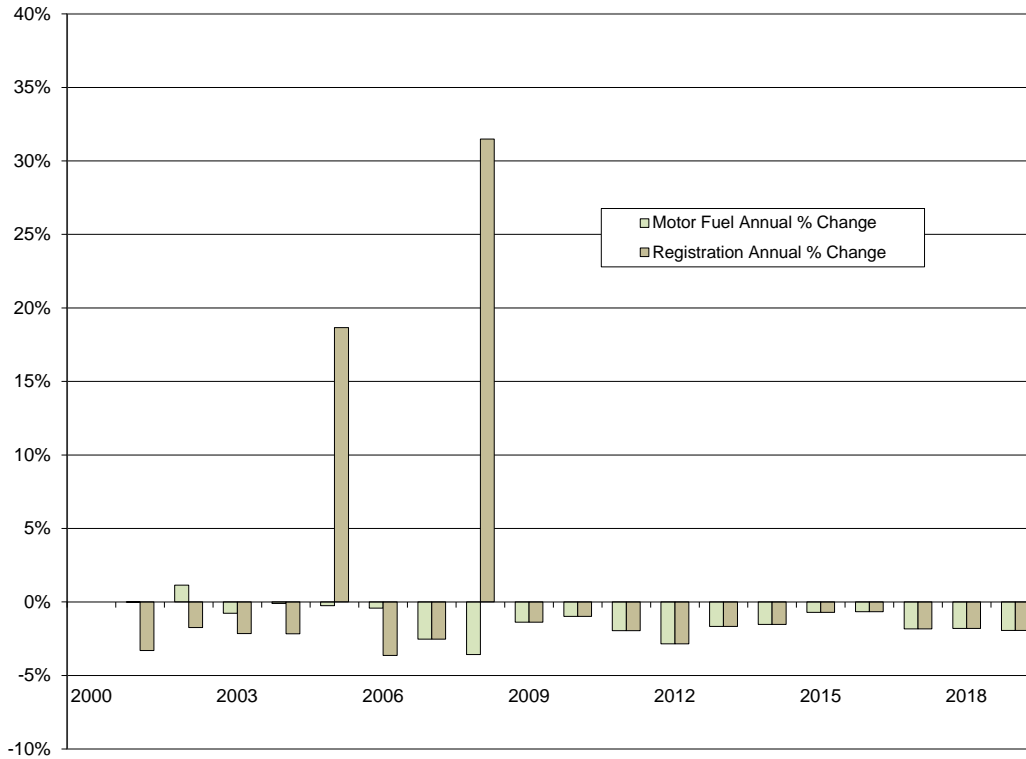


T-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Auto Registration Fee (Auto)	Registration Annual % Change
2000	0.264		45	
2001	0.273	3.4%	45	0
2002	0.281	2.9%	45	0.0%
2003	0.285	1.4%	45	0.0%
2004	0.291	2.1%	45	0.0%
2005	0.299	2.7%	55	22.2%
2006	0.309	3.3%	55	0.0%
2007	0.309	0.0%	55	0.0%
2008	0.309	0.0%	75	36.4%
2009	0.309	0.0%	75	0.0%
2010	0.309	0.0%	75	0.0%
2011	0.309	0.0%	75	0.0%
2012	0.309	0.0%	75	0.0%
2013	0.309	0.0%	75	0.0%
2014	0.309	0.0%	75	0.0%
2015	0.309	0.0%	75	0.0%
2016	0.309	0.0%	75	0.0%
2017	0.309	0.0%	75	0.0%
2018	0.309	0.0%	75	0.0%
2019	0.309	0.0%	75	0.0%
2006-2019 % Change		0.0%		36.4%
2006-2019 Compound Annual Growth Rate		0.0%		2.4%

Section 1 State Transportation Revenue

F-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2017 dollars)

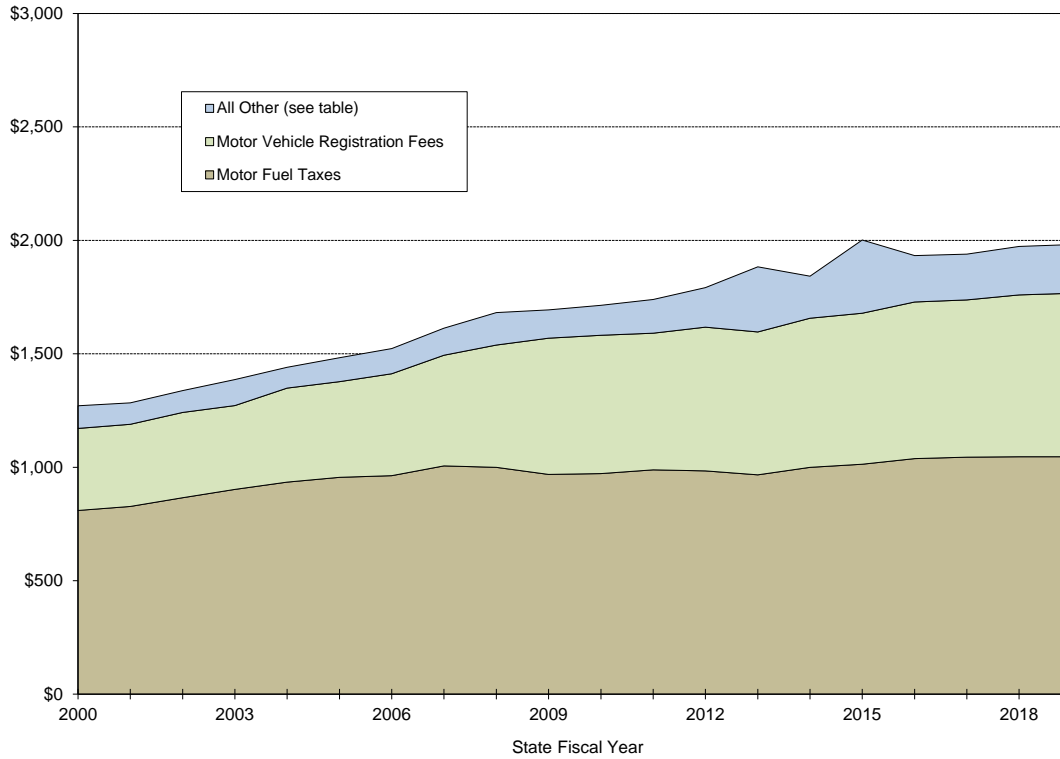


T-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2017 dollars)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Auto Registration Fee (Auto)	Registration Annual % Change
2000	0.378		64.51	
2001	0.378	-0.0%	62.38	-3.3%
2002	0.383	1.1%	61.29	-1.7%
2003	0.380	-0.8%	59.97	-2.2%
2004	0.379	-0.1%	58.68	-2.2%
2005	0.379	-0.2%	69.63	18.7%
2006	0.377	-0.4%	67.09	-3.6%
2007	0.367	-2.5%	65.39	-2.5%
2008	0.354	-3.6%	85.98	31.5%
2009	0.349	-1.4%	84.79	-1.4%
2010	0.346	-1.0%	83.97	-1.0%
2011	0.339	-1.9%	82.33	-1.9%
2012	0.330	-2.9%	79.99	-2.9%
2013	0.324	-1.7%	78.66	-1.7%
2014	0.319	-1.5%	77.46	-1.5%
2015	0.317	-0.7%	76.91	-0.7%
2016	0.315	-0.7%	76.39	-0.7%
2017	0.309	-1.8%	75.00	-1.8%
2018	0.303	-1.8%	73.65	-1.8%
2019	0.298	-1.9%	72.22	-1.9%
2006 – 2019 % Change		-21.1%		7.6%
2006 – 2019 Compound Annual Growth Rate		-1.8%		0.6%

Section 1 State Transportation Revenue

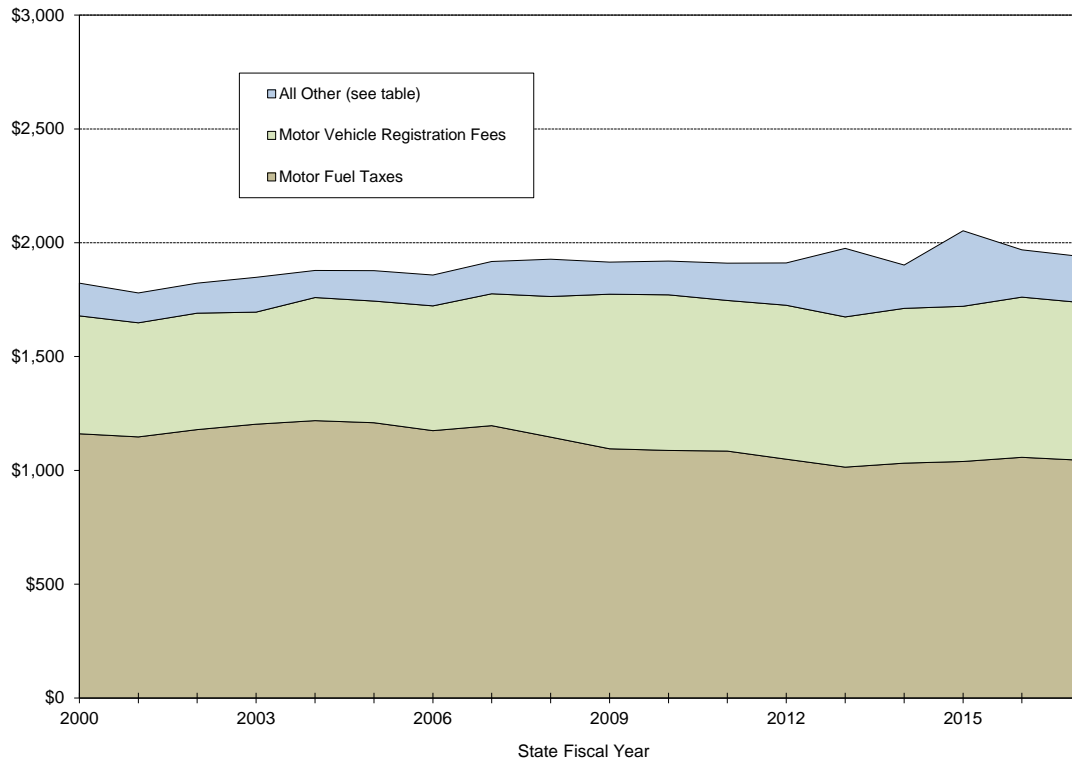
F-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)



T-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Auto Registration Fees	Driver License Fees	Motor Carrier Fees	Other Motor Vehicle Fees	Aeronautics Taxes & Fees	Railroad Taxes	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	809.46	361.82	35.39	3.03	14.30	10.92	11.31	24.86		1,271.08
2001	827.47	361.52	35.41	2.93	14.89	11.15	1.26	28.76		1,283.38
2002	865.45	376.07	33.03	2.74	18.34	7.28	12.01	22.73		1,337.66
2003	902.48	369.47	29.82	2.69	22.48	7.31	12.46	39.89		1,386.59
2004	934.60	414.21	29.94	2.09	21.93	9.92	11.92	15.79		1,440.41
2005	955.55	421.59	30.63	1.40	21.38	7.88	15.95	28.52		1,482.90
2006	962.77	449.30	30.54	0.83	22.40	6.59	16.45	34.42		1,523.31
2007	1,006.01	487.75	30.51	0.63	25.73	8.82	18.26	35.15		1,612.85
2008	999.95	538.90	35.66	3.74	26.22	8.49	19.86	48.49		1,681.30
2009	968.81	600.32	42.07	3.76	24.42	7.64	21.61	24.97		1,693.61
2010	971.79	610.25	41.72	0.91	26.20	5.91	24.06	33.27		1,714.10
2011	988.26	602.92	41.81	4.18	26.90	8.14	24.81	42.90		1,739.92
2012	983.86	634.08	40.80	2.45	25.18	7.62	28.09	70.09		1,792.16
2013	966.99	629.53	40.11	2.46	24.13	8.08	29.11	148.13	35.13	1,883.66
2014	999.42	657.70	39.24	2.36	23.80	9.30	31.35	43.73	35.13	1,842.02
2015	1,013.43	665.11	38.60	2.47	23.65	9.84	35.69	176.56	36.29	2,001.63
2016	1,037.72	690.91	39.68	2.32	25.84	6.79	38.50	52.88	38.01	1,932.64
2017	1,044.54	692.89	39.38	2.52	25.91	8.40	45.33	41.12	39.46	1,939.54
2018	1,046.05	713.71	39.72	2.50	27.15	8.02	43.85	52.08	40.19	1,973.29
2019	1,046.56	720.05	39.75	2.50	27.31	8.04	43.94	51.33	41.60	1,981.08
2006-2019 % Change	8.7%	60.3%	30.2%	200.2%	21.9%	21.9%	167.2%	49.1%	0.0%	30.1%
2006-2019 Compound Annual Growth Rate	0.6%	3.7%	2.0%	8.8%	1.5%	1.5%	7.9%	3.1%	0.0%	2.0%

Note: "Other Motor Vehicle Fees" include driver abstract sales, auto/limousine rental vehicle fees, and other miscellaneous motor vehicle collections.

F-2: State Transportation Revenues by Source of Funds (constant 2017 dollars, millions)

T-2: State Transportation Revenues by Source of Funds (constant 2017 dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Auto Registration Fees	Driver License Fees	Motor Carrier Fees	Other Motor Vehicle Fees	Aeronautics Taxes & Fees	Railroad Taxes	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	1160.36	518.68	50.73	4.34	20.50	15.65	16.21	35.63	0.00	1822.10
2001	1147.05	501.14	49.09	4.06	20.64	15.45	1.74	39.87	0.00	1779.04
2002	1178.83	512.24	44.99	3.73	24.98	9.91	16.36	30.96	0.00	1822.02
2003	1202.77	492.40	39.74	3.58	29.96	9.74	16.60	53.16	0.00	1847.96
2004	1218.70	540.12	39.04	2.72	28.60	12.94	15.55	20.59	0.00	1878.26
2005	1209.67	533.71	38.78	1.77	27.07	9.97	20.20	36.10	0.00	1877.26
2006	1174.44	548.08	37.25	1.02	27.33	8.04	20.07	41.99	0.00	1858.22
2007	1196.11	579.91	36.28	0.74	30.59	10.49	21.71	41.79	0.00	1917.62
2008	1146.37	617.81	40.88	4.29	30.06	9.73	22.77	55.59	0.00	1927.49
2009	1095.33	678.72	47.56	4.26	27.61	8.64	24.43	28.23	0.00	1914.79
2010	1087.99	683.22	46.70	1.02	29.34	6.61	26.93	37.25	0.00	1919.07
2011	1084.91	661.88	45.89	4.58	29.53	8.94	27.24	47.10	0.00	1910.08
2012	1049.26	676.23	43.51	2.62	26.85	8.13	29.96	74.75	0.00	1911.30
2013	1014.20	660.26	42.07	2.57	25.31	8.47	30.53	155.36	36.84	1975.62
2014	1032.17	679.25	40.53	2.44	24.58	9.60	32.38	45.16	36.28	1902.38
2015	1039.19	682.01	39.58	2.53	24.25	10.09	36.59	181.04	37.22	2052.51
2016	1057.00	703.75	40.41	2.36	26.31	6.92	39.21	53.86	38.72	1968.55
2017	1044.54	692.89	39.38	2.52	25.91	8.40	45.33	41.12	39.46	1939.54
2018	1027.17	700.83	39.00	2.46	26.66	7.88	43.06	51.14	39.47	1937.66
2019	1007.77	693.36	38.27	2.41	26.30	7.74	42.32	49.42	40.06	1907.65
2006 – 2019 % Change	-14.2%	26.5%	2.7%	137.0%	-3.8%	-3.8%	110.9%	17.7%	0.0%	2.7%
2006 – 2019 Compound Annual Growth Rate	-1.2%	1.8%	0.2%	6.9%	-0.3%	-0.3%	5.9%	1.3%	0.0%	0.2%

SECTION 2

Federal Transportation Funds for Wisconsin

The information in this section deals only with federal formula funds for highway and transit programs. The state receives additional federal funds for aeronautics, safety, motor carrier and other transportation programs. In addition, the state may apply for and receive discretionary grants for a variety of transportation purposes.

Federal transportation funds are primarily distributed by formula through the U.S. Department of Transportation and its modal agencies. Federal funding formulas are determined through Congressional authorizations. The current authorization is the Fixing America's Surface Transportation (FAST) Act and was signed into law on December 4, 2015. The table below lists the recent federal transportation authorizations (including short-term extensions) and their effective time periods:

Authorization	Start Date	End Date
Transportation Equity Act for the 21st Century (TEA 21)	June 1998	August 2005
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU)	August 2005	June 2012
Moving Ahead for Progress in the 21st Century Act (MAP 21)	June 2012	December 2015
Fixing America's Surface Transportation Act (FAST Act)	December 2015	September 2020

Despite authorization levels, the actual amounts provided to Wisconsin and other states in any given year are set by Congressional appropriations and by federal agency distribution. Appropriations and distributions may or may not cover an entire fiscal year; Congress has often passed short-term continuing resolutions that provide a few months of funding at a time. All of the data in the accompanying tables are provided in cumulative federal fiscal year totals, even if the funding was actually provided in incremental amounts.

Federal highway programs are funded from the Highway Account (HA) of the Highway Trust Fund (HTF) and from general fund revenues. Receipts into the HTF come from a variety of taxes on highway fuel, tires, heavy vehicle use and truck/trailer sales. The Federal Highway Administration (FHWA) distributes highway formula funds to the states based on the formulas defined in the authorization.

Federal transit programs are funded from the Mass Transit Account (MTA) of the HTF. The Federal Transit Administration (FTA) distributes transit formula funds to the states and to transit agencies based on formulas defined in the authorization.

The figures and tables that follow reflect Wisconsin's "spendable" federal funding.

- For highways, the spendable funding is based on the obligation limitation as determined by FHWA. The obligation limitation is utilized to maintain statutory balances and obligation coverage within the HA. The spendable funding may further be impacted downward by sequestration of funds or rescission of authorized funding levels.
- For transit, spendable funding is generally directly provided by FTA. However, these amounts may also be subject to sequestration and rescissions.

Discretionary grants

While the total national amounts for discretionary grant programs are set by Congress, the grants themselves require application by the state (or other recipients) and may or may not be awarded based on a proposal review process typically conducted by the appropriate federal agency. Examples of discretionary grant programs include the following:

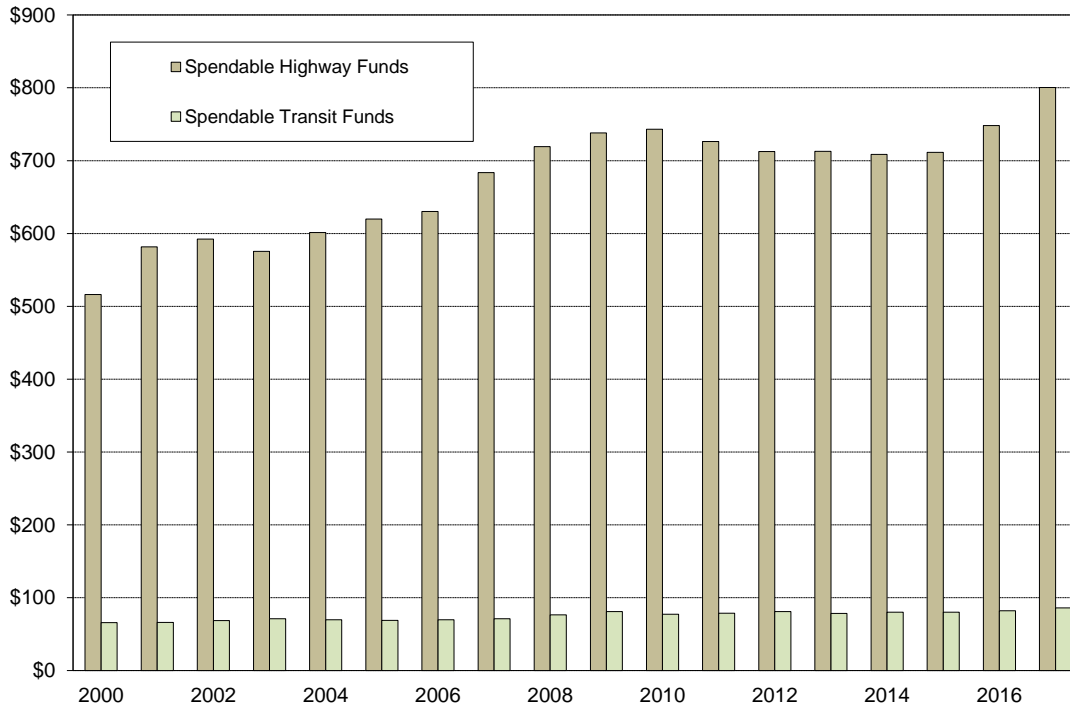
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)
- Safe Transportation of Energy Products (STEP) by Rail Program
- Transportation Investment Generating Economic Recovery (TIGER)
- Infrastructure For Rebuilding America (INFRA) Grants

Section 2 of this document does not reflect discretionary grants that Wisconsin has received above and beyond annual highway and transit formula funding. In some cases, funding may have been provided through Congressional earmarks but was included in the federal highway obligation limit for the state. Some federal programs — such as FTA's Bus & Bus Facilities Program — may have been included as a formula program under one authorization but changed to a (partially) discretionary program under a different authorization.

American Recovery and Reinvestment Act (ARRA)

ARRA federal funds were made available in the spring of 2009 and had to be spent by September 31, 2013. These funds required no state match, unlike most other federal transportation funds, and were programmed to support "shovel-ready" projects.

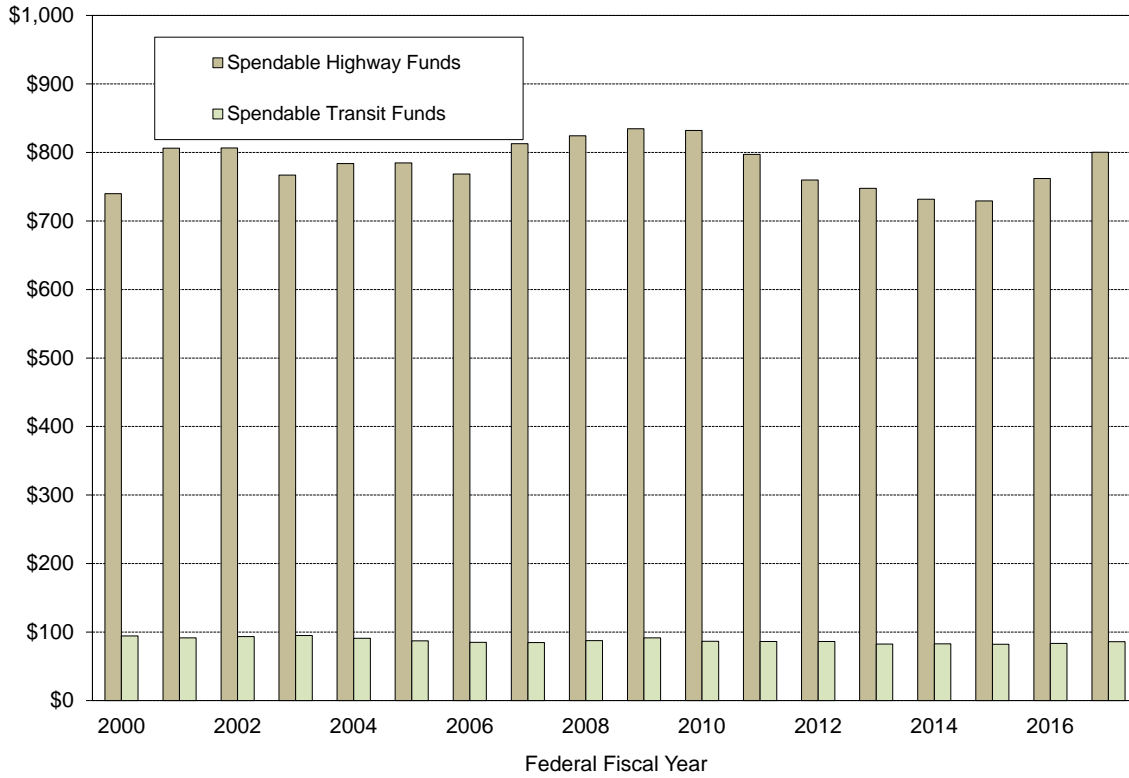
These investments are summarized in figure/table ARRA 1 on page 12, but are not included elsewhere in Section 2 of this document.

F-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

T-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

Federal Fiscal Year	Spendable Highway Funds	Spendable Transit Funds
2000	516.1	65.9
2001	581.6	66.1
2002	592.2	68.6
2003	575.5	71.3
2004	601.2	69.8
2005	620.0	68.8
2006	630.1	69.6
2007	683.6	71.2
2008	719.1	76.4
2009	738.1	80.9
2010	743.2	77.4
2011	726.2	78.6
2012	712.6	80.9
2013	712.8	78.5
2014	708.7	80.2
2015	711.3	80.2
2016	748.2	82.0
2017	800.4	85.9
2006 – 2017 % Change	27.0%	23.4%
2006 – 2017 Compound Annual Growth Rate	2.2%	1.9%

Note: Federal funding for the Hiawatha passenger rail service between Milwaukee and Chicago is included under spendable highway funds. Federal funding for the Hiawatha service was discontinued in 2013.

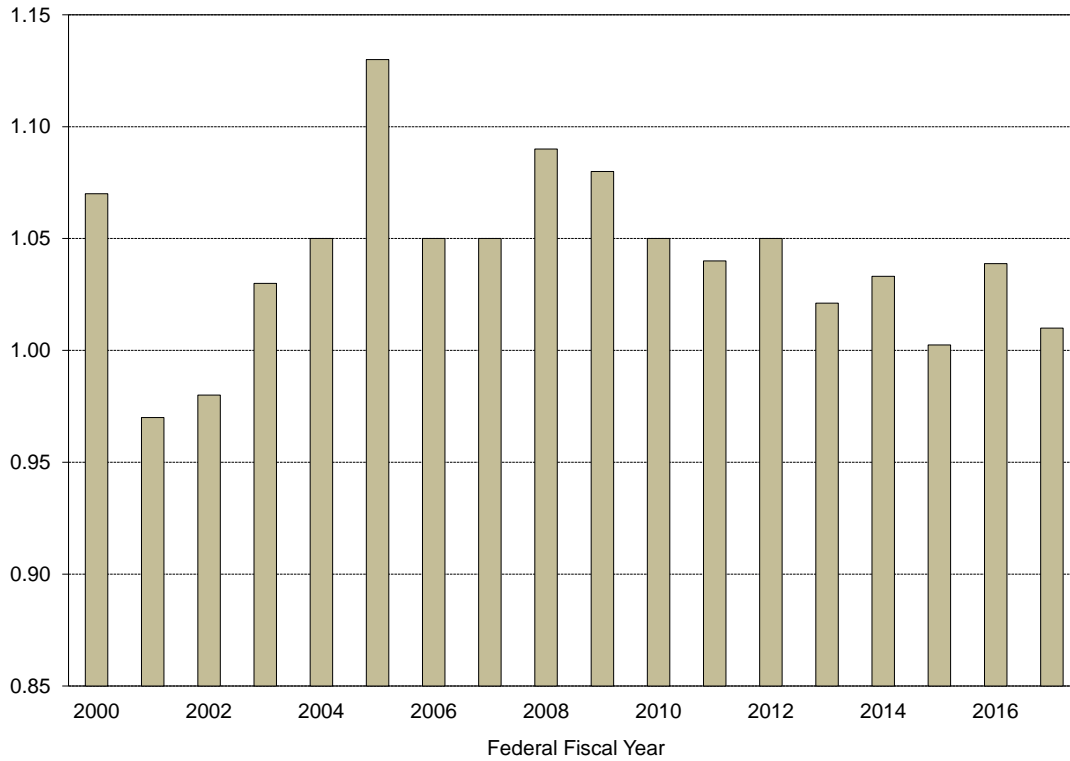
F-4: Spendable Federal Funds for Wisconsin (constant 2017 dollars, millions)



T-4: Spendable Federal Funds for Wisconsin (constant 2017 dollars, millions)

Federal Fiscal Year	Spendable Highway Funds	Spendable Transit Funds
2000	739.8	94.5
2001	806.2	91.6
2002	806.6	93.4
2003	767.0	95.0
2004	783.9	91.0
2005	784.8	87.1
2006	768.6	84.9
2007	812.8	84.7
2008	824.4	87.6
2009	834.5	91.5
2010	832.1	86.7
2011	797.2	86.3
2012	760.0	86.3
2013	747.5	82.4
2014	731.9	82.9
2015	729.3	82.3
2016	762.1	83.5
2017	800.4	85.9
2006 – 2017 % Change	4.1%	1.2%
2006 – 2017 Compound Annual Growth Rate	0.4%	0.1%

F-5: State Contributions to the Highway Account Compared to Federal Allocations to the State



T-5: State Contributions to the Highway Account Compared to Federal Allocations to the State

Federal Fiscal Year	Rate of Return
2000	1.07
2001	0.97
2002	0.98
2003	1.03
2004	1.05
2005	1.13
2006	1.05
2007	1.05
2008	1.09
2009	1.08
2010	1.05
2011	1.04
2012	1.05
2013	1.02
2014	1.03
2015	1.00
2016	1.04
2017	1.01

Note: The comparison shown is a measure of the amount of federal highway funds received by the state compared to the state's contributions to the Highway Account.

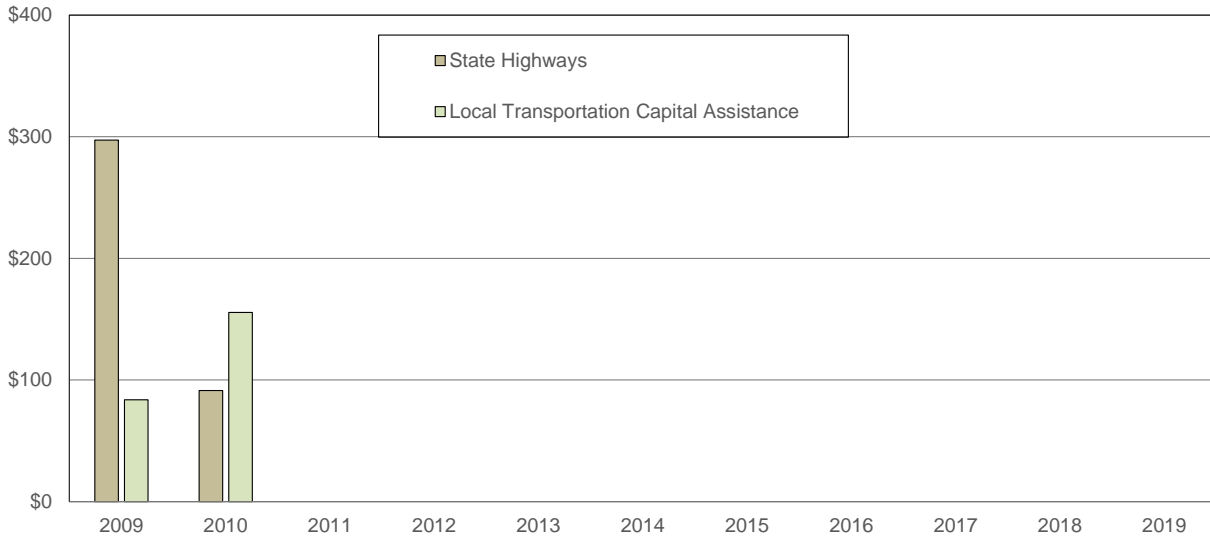
A return of "1" indicates that contributions are equal to allocations. A return greater than "1" indicates that allocations from the Highway Fund are greater than Wisconsin's contributions. A return of less than "1" indicates that allocations are less than contributions.

Through 1991, Wisconsin's historical rate of return averaged 0.84 dating back to the advent of the Highway Trust Fund in 1956.

In general, Wisconsin's rate of return on federal highway funds has increased since the passage of ISTEA in 1991 and TEA-21 in 1998.

It is difficult to determine the rate of return for federal transit funding because of the General Fund component of federal transit funding.

F-ARRA 1: Federal Stimulus Funds for Wisconsin (nominal dollars, millions)



T-ARRA 1: Federal Stimulus Funds for Wisconsin (nominal dollars, millions)

State Fiscal Year	State Highways			Local Transportation Capital Assistance							TOTAL
	Major Highways	State Highway Rehabilitation	Southeast Wisconsin Highway Rehabilitation	Local Bridge Improvement Assistance	Local Transportation Facility Improvement Assistance	Transportation Enhancements	Transit	Passenger Rail**	Aeronautics Assistance	Harbor Assistance	
2009	32.30	160.40	104.53	20.48	32.89	3.37	11.30	0.00	15.73	0.00	380.99
2010	17.19	60.37	13.82	74.74	0.47	17.58	8.83	42.00	10.12	1.80	246.93
2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2012	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2013	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2014	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2016	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2019	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: **Decreased by \$780,000,000 in FY 2010 because the federal stimulus funds for the Milwaukee to Madison high-speed passenger rail project were withdrawn.

SECTION 3

State Transportation Budget Revenues & Appropriations

The total state transportation budget is derived from four sources:

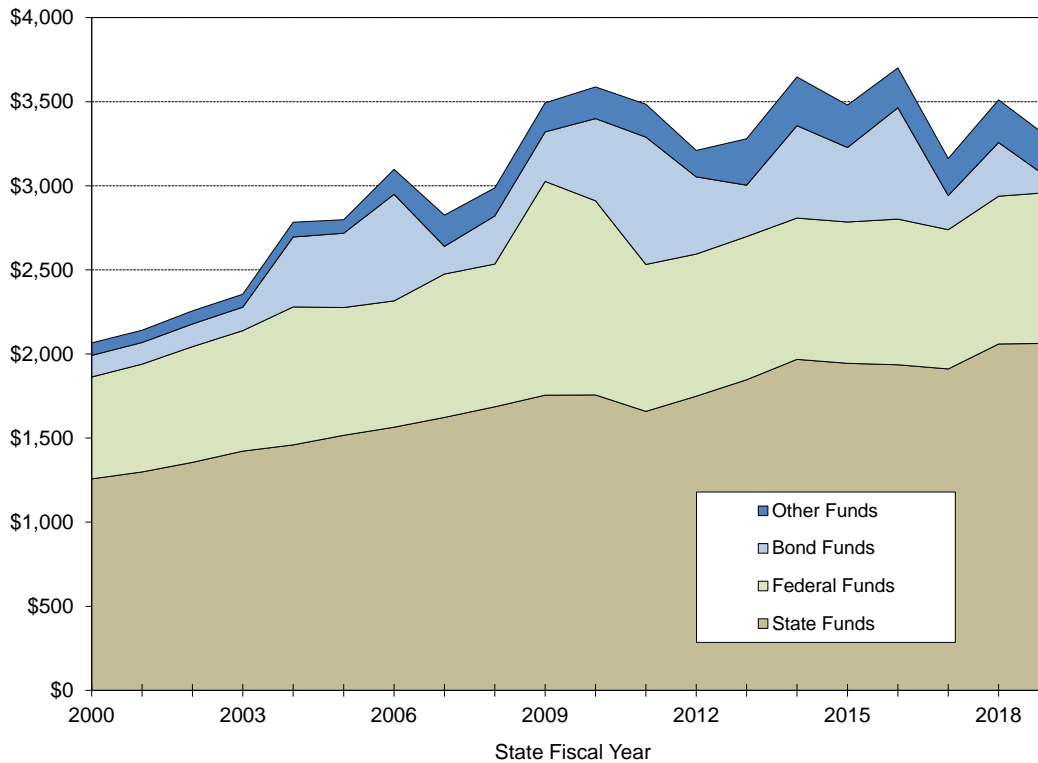
- *State transportation funds;*
 - *Federal transportation funds;*
 - *Bond funds; and*
 - *Other funds (local funds—government cost shares, specific service funds, program revenue and state general purpose funds).*
-

Funds data provided in this section does not necessarily conform to the information provided in Sections 1 and 2; Section 3 reflects Chapter 20 or budgeted amounts. Federal transportation funds data reflect funds provided for all modes of transport including air and transit, not just funding from the Highway Trust Fund.

This section summarizes the funds that make up the state transportation budget and the major expenditure categories for the budget. There are four major expenditure categories:

- State highways;
- Transportation capital assistance;
- Local transportation aids; and
- Other expenses, including department operations, debt service and appropriations for “other agencies.”

F-6: State Transportation Budget by Source of Funds (nominal dollars, millions)



T-6: State Transportation Budget by Source of Funds (nominal dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	1,257.32	606.09	128.17	73.65	2,065.22
2001	1,299.17	640.75	128.44	72.30	2,140.66
2002	1,355.75	687.85	135.16	77.78	2,256.54
2003	1,422.31	716.25	139.89	77.12	2,355.57
2004	1,459.11	820.72	415.74	87.62	2,783.20
2005	1,515.81	760.20	442.21	79.81	2,798.04
2006	1,564.46	751.46	633.34	148.76	3,098.01
2007	1,622.44	852.95	164.03	185.89	2,825.31
2008	1,686.09	848.08	285.69	167.05	2,986.90
2009	1,755.63	1,270.28	294.35	173.75	3,494.00
2010	1,756.49	1,154.70	487.87	187.78	3,586.84
2011	1,659.23	872.67	757.52	195.13	3,484.56
2012	1,748.99	844.88	459.36	156.98	3,210.22
2013	1,846.95	850.88	305.21	276.21	3,279.25
2014	1,967.69	840.32	549.21	289.72	3,646.94
2015	1,944.44	840.26	442.21	252.45	3,479.36
2016	1,936.18	865.18	662.60	236.86	3,700.81
2017	1,911.18	827.38	203.32	220.03	3,161.90
2018	2,059.05	879.27	318.22	254.73	3,511.26
2019	2,062.87	897.63	84.18	241.13	3,285.80
2017 % Share	60.4%	26.2%	6.4%	7.0%	
2006 – 2019 % Change	31.9%	19.5%	-86.7%	62.1%	6.1%
2006 – 2019 Compound Annual Growth Rate	2.2%	1.4%	-14.4%	3.8%	0.5%

Note: “Other Funds” include local, state general-purpose and program revenue funds.

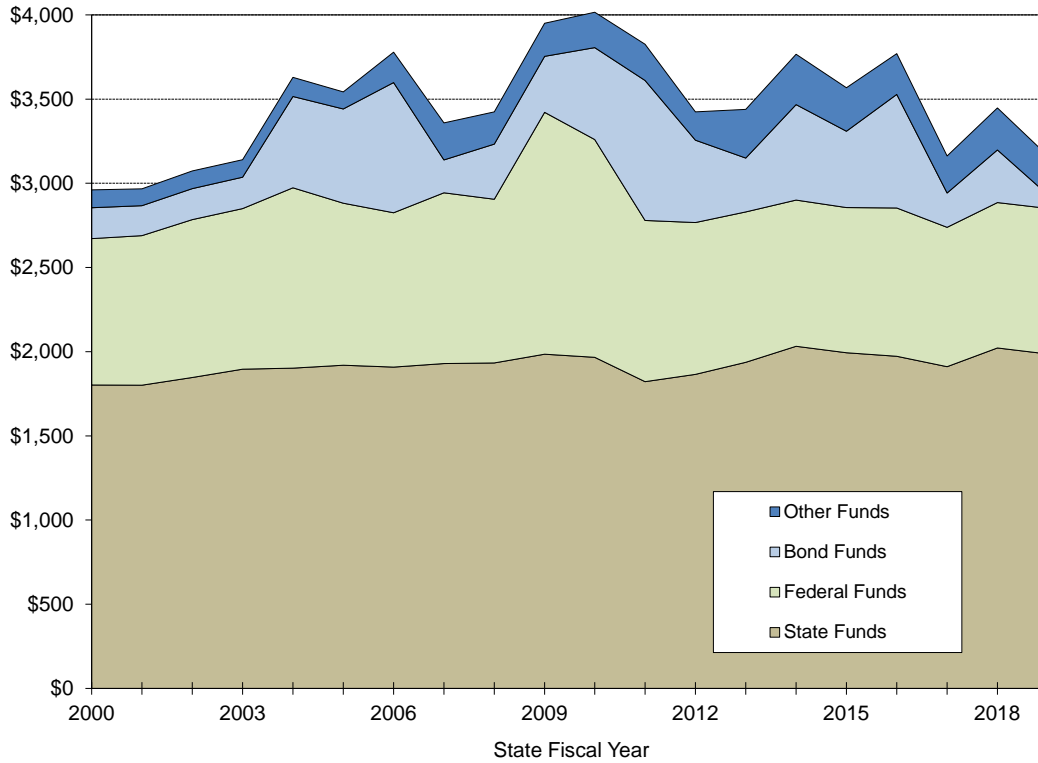
“Bond Funds” include bonding authority from all transportation revenue bonds (TRB) and general obligation bonds (GO), regardless of source of debt service payment.

“State Funds” includes funds transferred to the General Fund.

“Federal Funds” includes ARRA stimulus funding of \$380.99 million in FY 09 and \$246.9 million in FY 10.

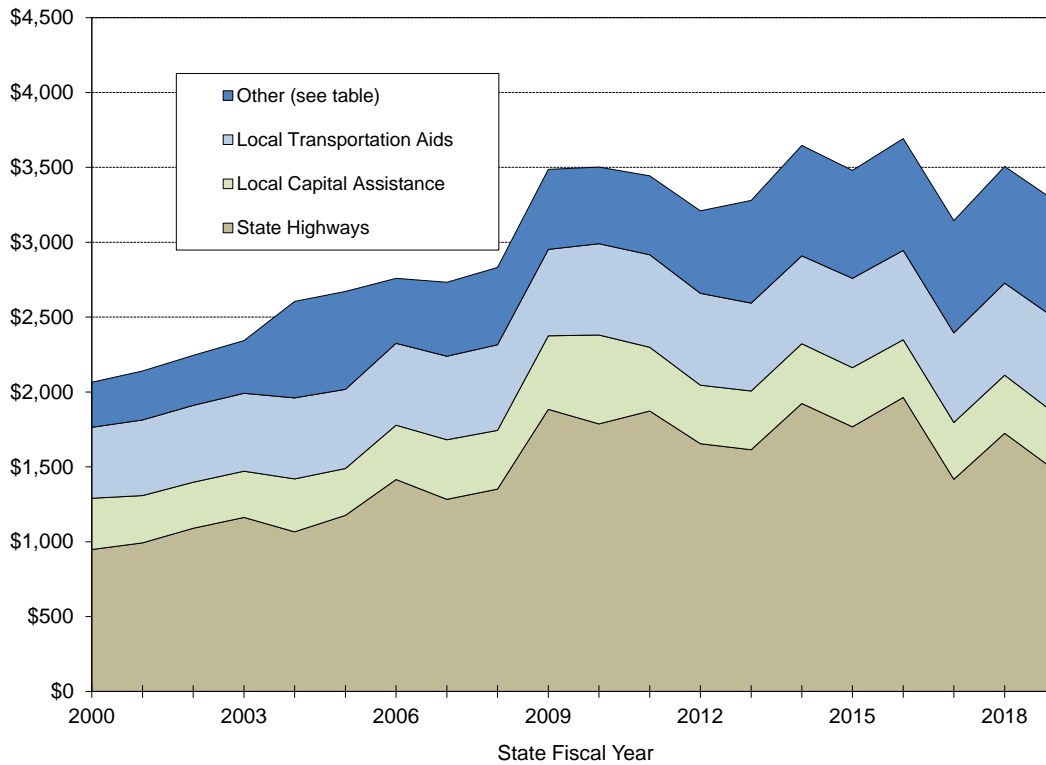
Service funds are excluded from the figure/table.

F-7: State Transportation Budget by Source of Funds (constant 2017 dollars, millions)



T-7: State Transportation Budget by Source of Funds (constant 2017 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	1,802.37	868.83	183.73	105.58	2,960.50
2001	1,800.93	888.22	178.05	100.23	2,967.43
2002	1,846.66	936.92	184.10	105.94	3,073.63
2003	1,895.57	954.57	186.44	102.78	3,139.36
2004	1,902.64	1,070.20	542.12	114.26	3,629.22
2005	1,918.93	962.37	559.81	101.04	3,542.15
2006	1,908.42	916.67	772.58	181.47	3,779.14
2007	1,929.01	1,014.12	195.02	221.02	3,359.17
2008	1,932.98	972.26	327.52	191.51	3,424.27
2009	1,984.90	1,436.17	332.79	196.44	3,950.30
2010	1,966.53	1,292.77	546.20	210.24	4,015.74
2011	1,821.50	958.01	831.61	214.22	3,825.34
2012	1,865.26	901.05	489.90	167.42	3,423.62
2013	1,937.11	892.42	320.11	289.70	3,439.34
2014	2,032.16	867.86	567.20	299.22	3,766.44
2015	1,993.86	861.61	453.45	258.87	3,567.79
2016	1,972.15	881.25	674.91	241.26	3,769.57
2017	1,911.18	827.38	203.32	220.03	3,161.90
2018	2,021.87	863.39	312.48	250.13	3,447.86
2019	1,986.41	864.36	81.06	232.19	3,164.02
2006 – 2019 % Change	4.1%	-5.7%	-89.5%	28.0%	-16.3%
2006 – 2019 Compound Annual Growth Rate	0.3%	-0.5%	-15.9%	1.9%	-1.4%

F-8: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)

T-8: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)

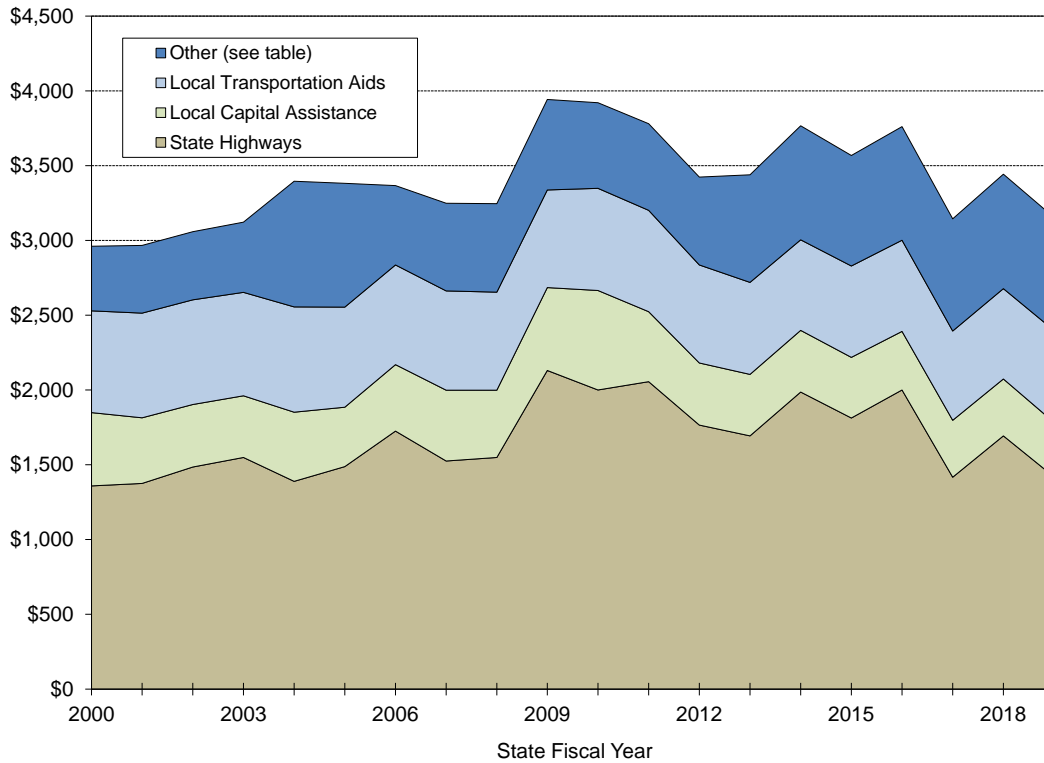
State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	Other			TOTAL
				State Operations	Debt Service	Other Agencies	
2000	947.93	342.15	473.94	194.09	90.32	16.78	2,065.21
2001	992.02	316.31	505.51	214.59	94.50	17.72	2,140.66
2002	1,090.32	306.43	513.81	221.83	93.27	19.34	2,244.99
2003	1,162.16	309.30	519.59	226.72	105.81	19.61	2,343.19
2004	1,065.89	354.22	540.15	234.04	119.70	290.64	2,604.64
2005	1,175.62	313.92	528.67	235.52	166.26	251.31	2,671.30
2006	1,414.75	364.27	546.21	222.04	188.75	23.54	2,759.56
2007	1,283.30	397.57	558.17	232.65	234.76	25.64	2,732.09
2008	1,351.70	392.00	571.00	247.69	243.89	25.42	2,831.70
2009	1,884.18	490.47	577.21	260.48	249.48	25.37	3,487.20
2010	1,786.47	593.71	610.42	227.32	258.72	25.42	3,502.06
2011	1,872.87	425.84	617.19	224.21	278.44	25.17	3,443.73
2012	1,655.17	389.95	614.14	242.03	283.81	25.11	3,210.21
2013	1,613.93	392.72	586.30	239.40	421.75	25.14	3,279.25
2014	1,923.34	399.38	586.17	241.39	470.87	25.77	3,646.93
2015	1,767.31	395.31	596.37	240.77	453.28	26.30	3,479.35
2016	1,963.66	384.91	597.55	240.19	479.56	26.56	3,692.43
2017	1,417.09	379.79	597.51	241.39	481.41	26.71	3,143.90
2018	1,724.24	388.20	614.04	246.07	506.79	26.75	3,506.09
2019	1,474.74	378.07	638.07	242.99	515.00	26.80	3,275.66
2006 % Share	51.3%	13.2%	19.8%	8.0%	6.8%	0.9%	
2019 % Share	45.0%	11.5%	19.5%	7.4%	15.7%	0.8%	
2006 – 2019 % Change	4.2%	3.8%	16.8%	9.4%	172.8%	13.8%	18.7%
2006 – 2019 Compound Annual Growth Rate	0.3%	0.3%	1.2%	0.7%	8.0%	1.0%	1.3%

Note: “Debt Service” includes amounts for all TRB and GO issues; for further detail see Section 7, figures/tables 41 and 42.

“State Operations” include amounts for the divisions of Motor Vehicles and State Patrol and business operations of the department.

Includes \$83.77 million in FY 09 and \$155.54 million in FY 10 of federal stimulus funds for local capital assistance, and \$297.23 million in FY 09 and \$91.38 million in FY 10 for state highways.

F-9: State Transportation Budget by Major Appropriation Category (constant 2017 dollars, millions)



T-9: State Transportation Budget by Major Appropriation Category (constant 2017 dollars, millions)

State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	Other			TOTAL
				State Operations	Debt Service	Other Agencies	
2000	1,358.86	490.48	679.40	278.23	129.48	24.05	2,960.50
2001	1,375.16	438.48	700.75	297.47	131.00	24.56	2,967.42
2002	1,485.12	417.38	699.86	302.15	127.04	26.35	3,057.90
2003	1,548.85	412.21	692.47	302.16	141.02	26.13	3,122.85
2004	1,389.89	461.89	704.35	305.18	156.08	378.98	3,396.38
2005	1,488.26	397.40	669.27	298.15	210.48	318.15	3,381.71
2006	1,725.79	444.36	666.30	270.85	230.25	28.72	3,366.27
2007	1,525.79	472.69	663.65	276.61	279.12	30.48	3,248.33
2008	1,549.62	449.40	654.61	283.96	279.60	29.14	3,246.34
2009	2,130.25	554.52	652.60	294.49	282.06	28.69	3,942.60
2010	2,000.09	664.71	683.42	254.50	289.65	28.46	3,920.82
2011	2,056.04	467.48	677.55	246.14	305.67	27.64	3,780.52
2012	1,765.20	415.88	654.96	258.12	302.68	26.78	3,423.62
2013	1,692.72	411.89	614.93	251.09	442.34	26.37	3,439.34
2014	1,986.36	412.47	605.38	249.30	486.30	26.62	3,766.43
2015	1,812.23	405.35	611.53	246.89	464.81	26.97	3,567.78
2016	2,000.14	392.07	608.65	244.65	488.47	27.05	3,761.03
2017	1,417.09	379.79	597.51	241.39	481.41	26.71	3,143.90
2018	1,693.11	381.19	602.95	241.63	497.64	26.26	3,442.78
2019	1,420.07	364.06	614.42	233.99	495.91	25.80	3,154.25
2006 – 2019 % Change	-17.7%	-18.1%	-7.8%	-13.6%	115.4%	-10.2%	-6.3%
2006 – 2019 Compound Annual Growth Rate	-1.5%	-1.5%	-0.6%	-1.1%	6.1%	-0.8%	-0.5%

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SECTION 4

Appropriations for State Highways

The State Highway Program is comprised of five main components:

- *Major Highway Development;*
- *State Highway Rehabilitation;*
- *Southeast Wisconsin Freeway and Megaprojects;*
- *Major Interstate and High-Cost Bridge Construction; and*
- *State Highway Maintenance, Repair, and Traffic Operations.*

Another element of the State Highway Program, Administration and Planning, is also included in this section.

Major Highway Development Description

The first component of the State Highway Program provides for the development and construction of new or significantly improved state highways.

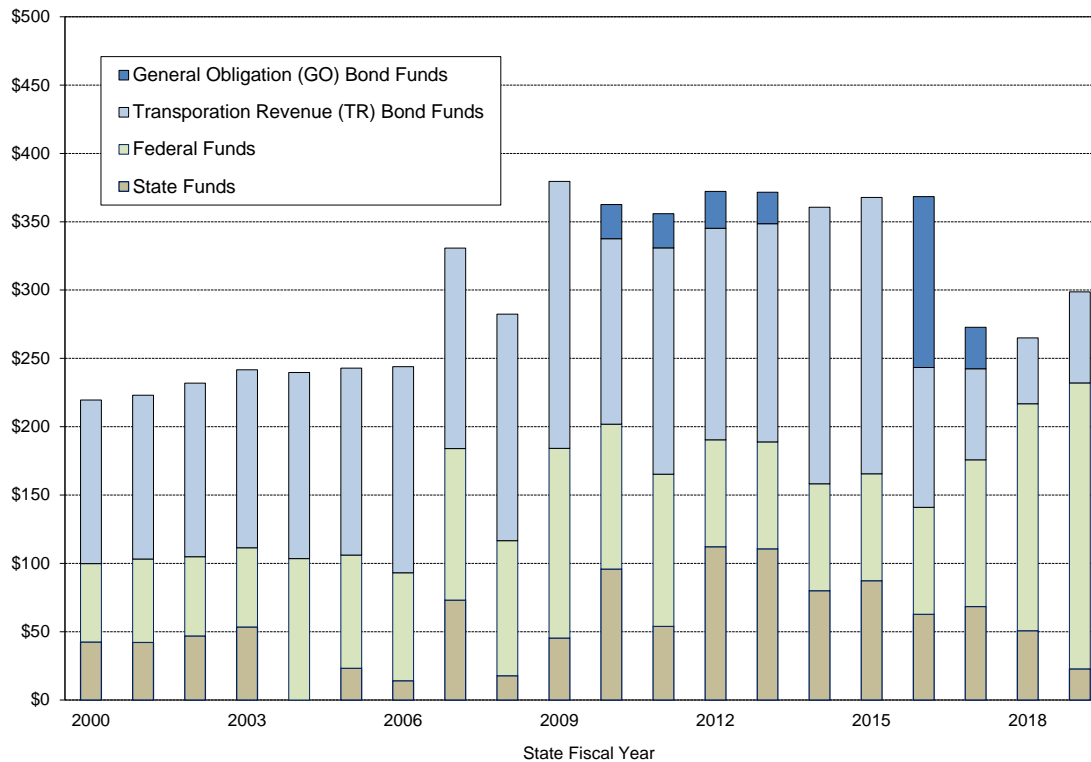
2011 Wisconsin Act 32 modified the definition of a major highway project to recognize two categories of major highway projects:

- Projects with a total cost threshold of \$37.4 million with any of the following; constructing a new highway 2.5 miles or more in length; reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding five or more miles in length; improving to freeway standards 10 or more miles of an existing divided highway having two or more lanes in either direction.
- State Trunk Highway Rehabilitation projects with a cost of at least \$93.5 million that do not meet the other statutory requirements defining a major highway project.

For both categories of projects the total cost threshold is adjusted annually using the Wisconsin DOT Transportation Price Index, Yearly Moving Average.

Major highways are intended to provide long-term solutions to the most serious safety, design and capacity deficiencies on heavily traveled segments of the highway system.

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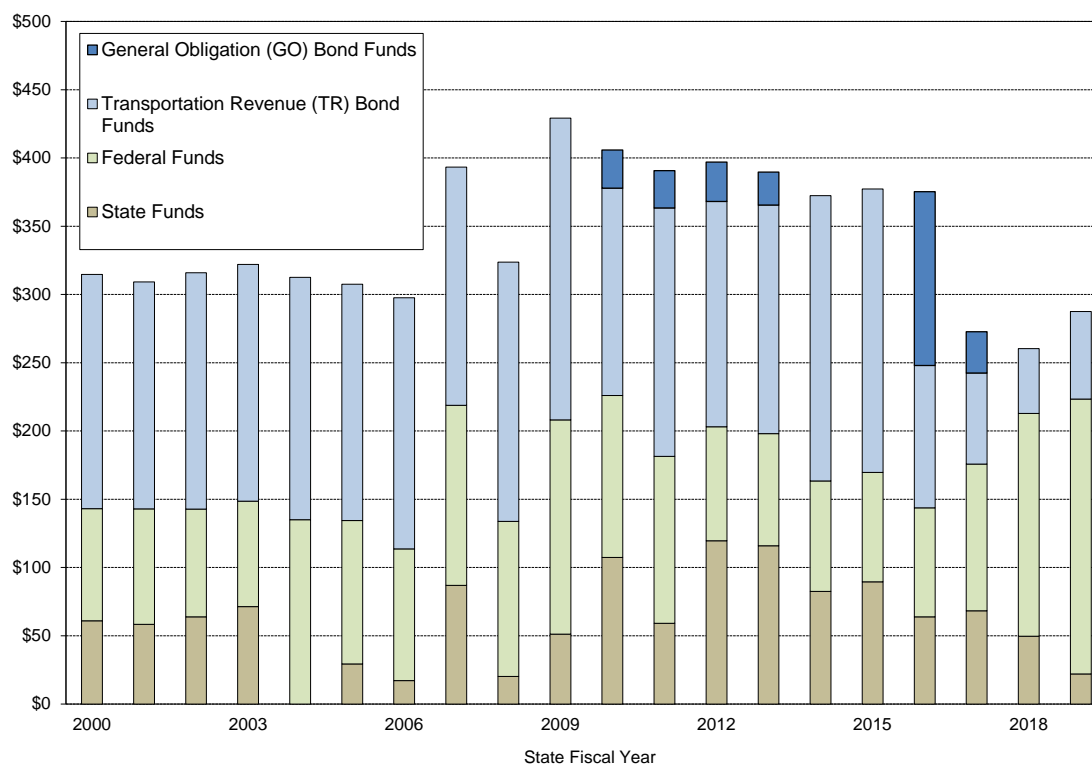
F-10: Major Highway Development by Source of Funds (nominal dollars, millions)

T-10: Major Highway Development by Source of Funds (nominal dollars, millions)

State Fiscal Year	Transportation Revenue (TR) Bond Funds	General Obligation (GO) Bond Funds	Federal Funds	State Funds	TOTAL
2000	119.63		57.33	42.55	219.51
2001	119.91		60.95	42.16	223.02
2002	127.04		57.95	46.94	231.93
2003	130.14		57.95	53.53	241.62
2004	136.17		103.53	-	239.70
2005	136.80		82.94	23.19	242.94
2006	150.84		78.98	14.14	243.95
2007	146.73		110.98	73.09	330.79
2008	165.74		98.98	17.70	282.41
2009	195.40		138.79	45.37	379.56
2010	135.72	25.00	105.89	95.92	362.53
2011	165.72	25.00	111.36	53.86	355.94
2012	154.72	27.00	78.26	112.19	372.17
2013	159.72	23.00	78.26	110.58	371.56
2014	202.32	-	78.26	79.97	360.55
2015	202.32	-	78.26	87.27	367.85
2016	102.36	125.00	78.26	62.77	368.40
2017	66.65	30.23	107.48	68.35	272.70
2018	48.23	-	166.16	50.68	265.07
2019	66.59	-	209.18	22.87	298.63
2006-2019 % Change	-55.9%	N/A	164.9%	61.8%	22.4%
2006-2019 Compound Annual Growth Rate	-6.1%	N/A	7.8%	3.8%	1.6%

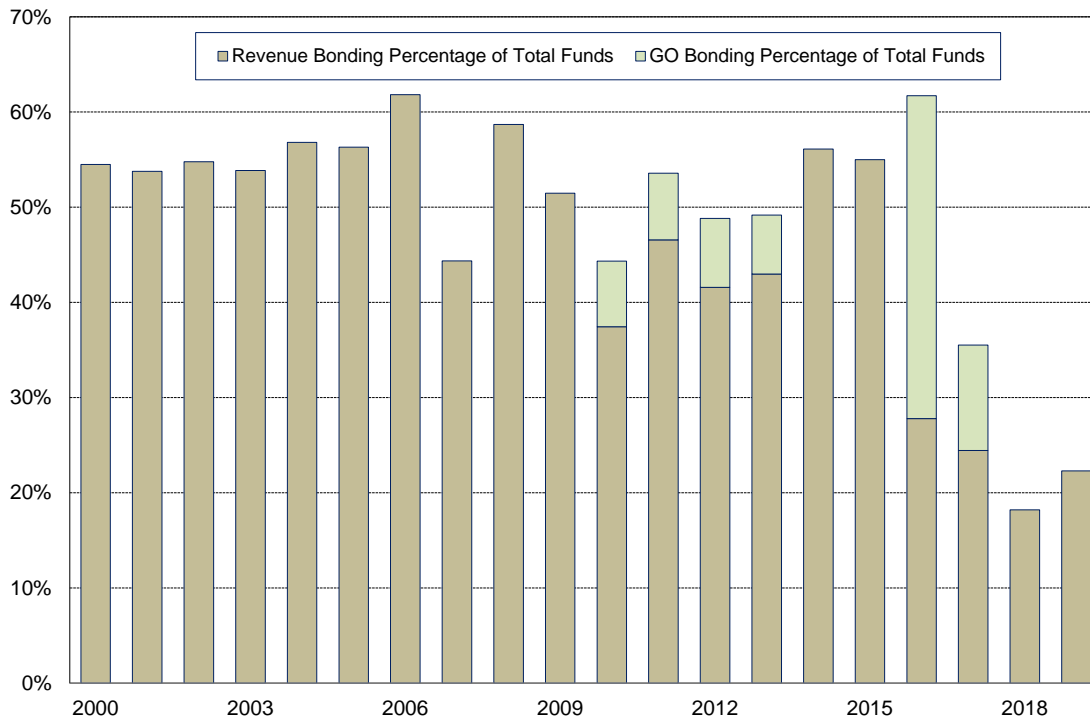
Note: "Bond Funds" dollar amounts reported for FY 06 and 07 are consistent with the Governor's veto message.

Under the provisions of 2007 Wisconsin Act 226, \$52 million was lapsed from the state funds appropriation for the Majors program in FY 08. To mitigate the effect of the lapse on the Majors program, the legislation assumed an increase of \$39 million in the bond funds appropriation in FY 08 from \$165.7 million to \$204.7 million and provided an additional \$20 million in federal funding in FY 08. Act 226 also formally increased the bond fund appropriation estimate for FY 09 to \$195.4 million and reduced state funding by \$28 million from the Act 20 amount.

Includes \$32.3 million in FY 09 and \$17.19 million in FY 10 of federal stimulus funds.

F-11: Major Highway Development by Source of Funds (constant 2017 dollars, millions)

T-11: Major Highway Development by Source of Funds (constant 2017 dollars, millions)

State Fiscal Year	Transportation Revenue (TR) Bond Funds	General Obligation (GO) Bond Funds	Federal Funds	State Funds	TOTAL
2000	171.49	-	82.18	61.00	314.67
2001	166.22	-	84.49	58.44	309.15
2002	173.03	-	78.93	63.94	315.91
2003	173.44	-	77.23	71.34	322.01
2004	177.56	-	135.00	-	312.56
2005	173.19	-	105.00	29.36	307.55
2006	184.00	-	96.34	17.25	297.58
2007	174.45	-	131.94	86.90	393.30
2008	190.01	-	113.47	20.29	323.77
2009	220.91	-	156.92	51.29	429.12
2010	151.95	27.99	118.55	107.39	405.88
2011	181.93	27.44	122.25	59.12	390.75
2012	165.01	28.79	83.47	119.65	396.91
2013	167.52	24.12	82.08	115.98	389.70
2014	208.95	-	80.83	82.59	372.36
2015	207.46	-	80.25	89.49	377.20
2016	104.26	127.32	79.72	63.94	375.24
2017	66.65	30.23	107.48	68.35	272.70
2018	47.36	-	163.16	49.76	260.28
2019	64.12	-	201.42	22.02	287.56
2006-2019 % Change	-65.2%	N/A	109.1%	27.7%	-3.4%
2006-2019 Compound Annual Growth Rate	-7.8%	N/A	5.8%	1.9%	-0.3%

F-12: Percentage of Major Highway Development Funded by Bonding

T-12: Percentage of Major Highway Development Funded by Bonding

State Fiscal Year	Revenue Bonding Percentage of Total Funds	GO Bonding Percentage of Total Funds
2000	54.5%	0.0%
2001	53.8%	0.0%
2002	54.8%	0.0%
2003	53.9%	0.0%
2004	56.8%	0.0%
2005	56.3%	0.0%
2006	61.8%	0.0%
2007	44.4%	0.0%
2008	58.7%	0.0%
2009	51.5%	0.0%
2010	37.4%	6.9%
2011	46.6%	7.0%
2012	41.6%	7.3%
2013	43.0%	6.2%
2014	56.1%	0.0%
2015	55.0%	0.0%
2016	27.8%	33.9%
2017	24.4%	11.1%
2018	18.2%	0.0%
2019	22.3%	0.0%

State Highway Rehabilitation Description

The second component of the State Highway Program is the State Highway Rehabilitation Program (SHR). Improvements, other than Major Projects and Southeast Freeway Megaprojects, are completed through the SHR program.

The SHR program includes resurfacing, reconditioning, and reconstruction of existing highways and bridges, and is often referred to as the “3R” Program.

The program provides funding for safety improvements, upgrades of deteriorated pavement and roadway base, and modernization of state highways to meet current and projected travel needs. It may also include bridge replacement and some highway expansion work. Construction taking place under an expansion project is not large enough to meet the statutory criteria to qualify as a Major Project. Land acquisitions may occur with SHR projects.

SHR program involves three components:

- Existing highways
- State bridges
- Backbone rehabilitation

Existing highways

The existing highways component of the SHR subprogram deals with improvements to the non-Corridors 2030 backbone portion of the state highway system. It funds “3R” improvements—resurfacing, reconditioning and reconstructing existing roadways—and the minor addition of lanes, traffic and safety improvements, and minor realignments of roadway.

State bridges

The State bridges component of the SHR subprogram deals with improvements to bridges on the non-Interstate portion of the state highway system, including bridge replacements and major bridge repair. Bridge rehabilitation generally increases load-carrying capacity and widens deck roadways.

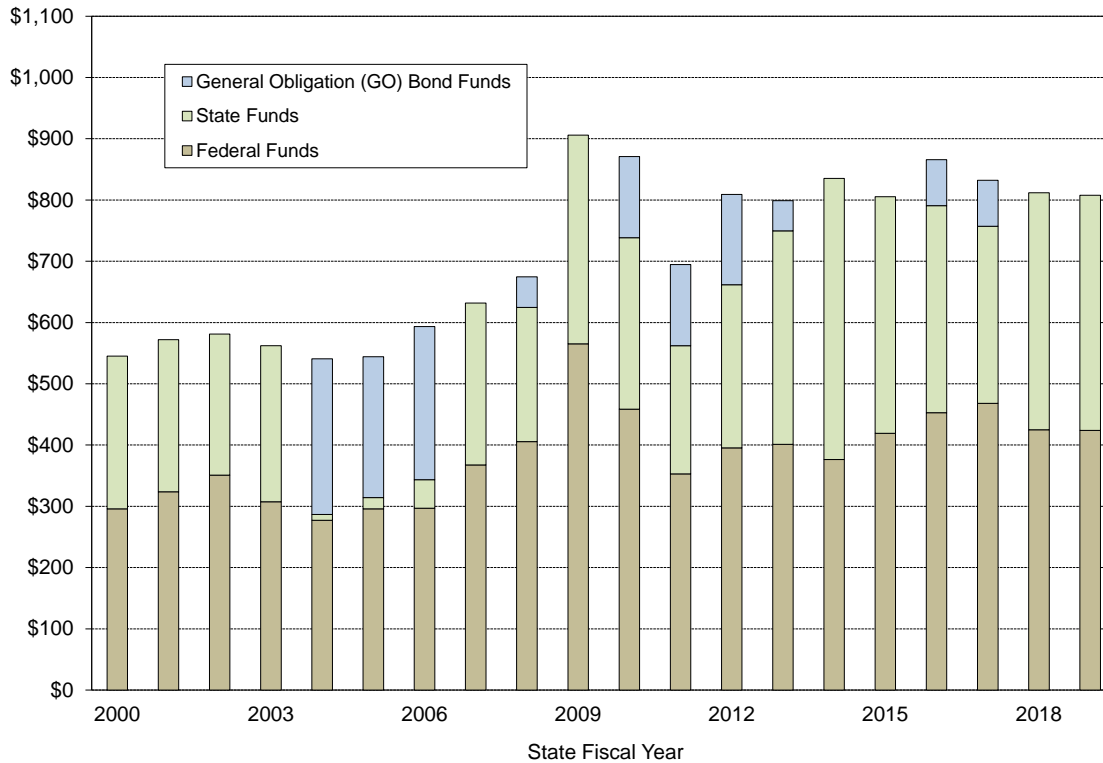
The program does not include bridges that can be effectively treated through routine repair, which is funded in the maintenance program.

Backbone rehabilitation

The Corridors 2030 Backbone System consists of 1,588 miles of freeways and expressways connecting major economic areas of the state. This includes Wisconsin’s 875 miles of Interstate highways. While original Interstate construction is complete in Wisconsin, lanes and interchanges may still be added when warranted by traffic conditions.

By 2030, all 1,588 miles of the Corridors 2030 Backbone System are intended to be multi-lane.

F-13: State Highway Rehabilitation by Source of Funds (nominal dollars, millions)



T-13: State Highway Rehabilitation by Source of Funds (nominal dollars, millions)

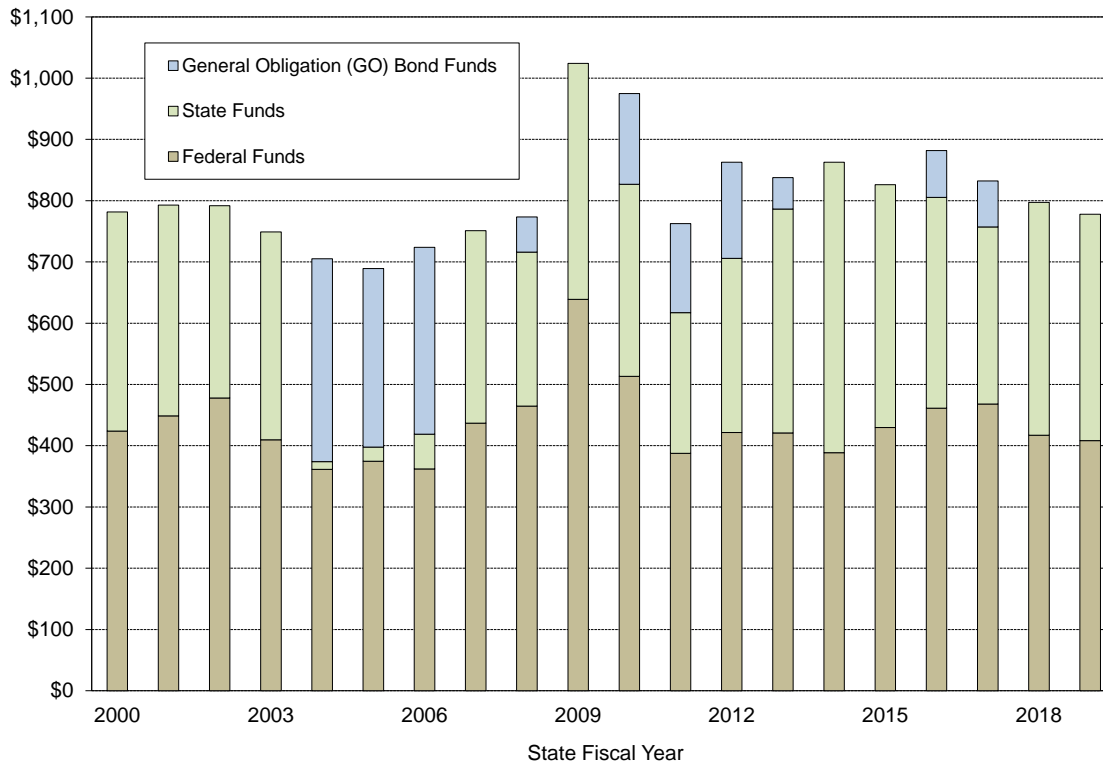
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000	249.41	295.76	-	545.17
2001	248.44	323.61	-	572.04
2002	230.48	350.83	-	581.31
2003	254.74	307.38	-	562.13
2004	9.78	277.03	253.90	540.71
2005	18.35	295.97	230.00	544.32
2006	46.58	296.87	250.00	593.45
2007	264.40	367.40	-	631.80
2008	219.13	405.42	50.00	674.55
2009	340.61	565.26	-	905.87
2010	280.11	458.41	132.36	870.88
2011	209.26	353.05	132.36	694.67
2012	266.50	395.32	147.35	809.17
2013	348.56	401.23	49.00	798.79
2014	459.11	376.23	-	835.34
2015	386.42	419.13	-	805.56
2016	337.99	452.76	75.00	865.75
2017	289.30	467.97	75.00	832.27
2018	387.00	424.78	-	811.79
2019	383.60	424.04	-	807.65
2006 – 2019 % Change	723.5%	42.8%		36.1%
2006 – 2019 Compound Annual Growth Rate	17.6%	2.8%		2.4%

Note: Excluded from this data are minor amounts of local and program revenue funds.

Under the provisions of 2007 Wisconsin Act 226, \$101 million lapsed from the state funds appropriation for the SHR program in FY 08. To mitigate the effect of the lapse on the SHR program, the legislation authorized \$50 million in general-fund supported General Obligation bonds and provided an additional \$57 million in federal funding in FY 08.

Includes \$160.4 million in FY 09 and \$60.37 million in FY 10 of federal stimulus funds.

FY 14 includes \$43 million of state funds provided by 2013 Wisconsin Act 141.

F-14: State Highway Rehabilitation by Source of Funds (constant 2017 dollars, millions)

T-14: State Highway Rehabilitation by Source of Funds (constant 2017 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000	357.53	423.98	-	781.51
2001	344.39	448.59	-	792.98
2002	313.93	477.87	-	791.80
2003	339.51	409.66	-	749.17
2004	12.76	361.24	331.08	705.07
2005	23.23	374.68	291.17	689.08
2006	56.82	362.14	304.96	723.92
2007	314.36	436.83	-	751.19
2008	251.22	464.79	57.32	773.33
2009	385.09	639.08	-	1,024.17
2010	313.60	513.23	148.18	975.01
2011	229.72	387.58	145.30	762.61
2012	284.21	421.60	157.15	862.96
2013	365.58	420.82	51.39	837.79
2014	474.15	388.56	-	862.71
2015	396.24	429.79	-	826.03
2016	344.27	461.17	76.39	881.83
2017	289.30	467.97	75.00	832.27
2018	380.01	417.11	-	797.13
2019	369.38	408.33	-	777.71
2006 – 2019 % Change	550.1%	12.8%		7.4%
2006 – 2019 Compound Annual Growth Rate	15.5%	0.9%		0.6%

Southeastern Wisconsin Freeway Rehabilitation Description

The Marquette Interchange, the junction of I-94, I-794, and I-43, the Zoo Interchange, the junction of I-94, I-894, and US Highway 45, are key elements of the Southeastern Wisconsin Freeway system. The freeway system is being rehabilitated in order to address various safety, design, and congestion concerns.

The rebuilding of the Marquette Interchange was the first in a series of planned projects to improve the freeway system.

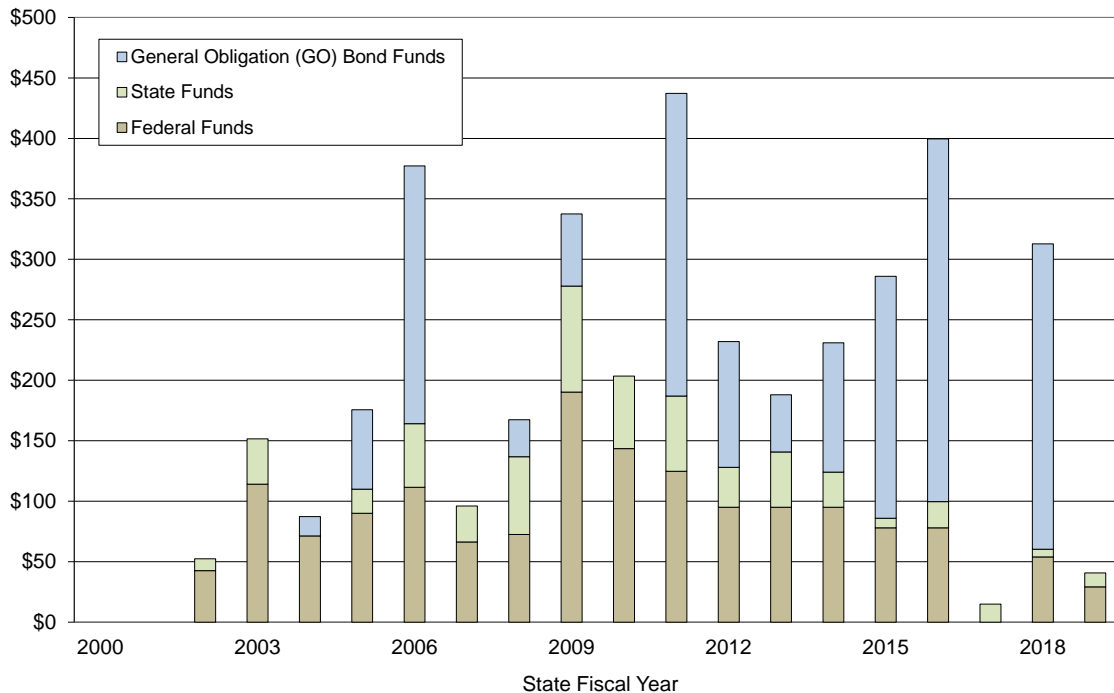
2001 Wisconsin Act 16 created separate appropriations for the rehabilitation of the Southeast Wisconsin freeway system, including the Marquette Interchange in downtown Milwaukee. In 2001 Wisconsin Act 109, the Legislature prohibited the use of SHR and Major Project funds for the rehabilitation of the Southeast Wisconsin freeway system.

2007 Wisconsin Act 20 included the I-94 North-South Corridor and the Zoo Interchange in a list of projects approved for construction, as required under Section 84.014 (5M) Wis. Stats. Under current law statutory enumeration is required prior to any capacity expansion project on the Southeastern Wisconsin Freeway System.

The Southeast Wisconsin Freeway program was eliminated effective June 30, 2011.

Southeast Wisconsin Freeway Megaprojects

2011 Wisconsin Act 32 created a Southeast Wisconsin Freeway Megaproject subprogram for all projects on the Southeast Wisconsin Freeway system expected to cost more than \$500 million, such as the reconstruction of the I-94 North-South Corridor and the Zoo Interchange. The project cost threshold is indexed to construction inflation. These projects must be enumerated in state law.

F-14.1: Southeast Wisconsin Freeway Rehabilitation by Source of Funds (nominal dollars, millions)

T-14.1: Southeast Wisconsin Freeway Rehabilitation by Source of Funds (nominal dollars, millions)

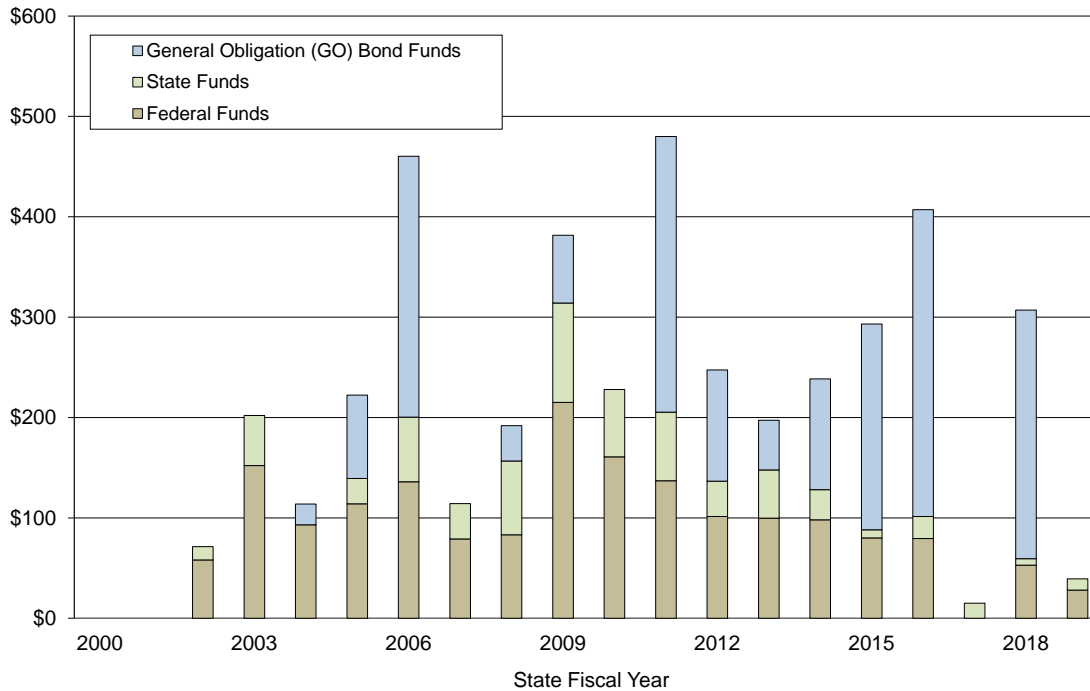
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002	9.72	42.61	-	52.33
2003	37.47	114.13	-	151.60
2004	-	71.32	15.92	87.24
2005	20.00	90.01	65.66	175.66
2006	52.73	111.45	213.10	377.29
2007	29.62	66.37	-	95.99
2008	64.26	72.49	30.60	167.35
2009	87.66	190.24	59.60	337.49
2010	59.95	143.56	-	203.50
2011	62.30	124.73	250.25	437.28
2012	32.97	95.05	104.00	232.02
2013	45.75	95.05	47.20	188.00
2014	28.95	95.05	107.00	231.00
2015	7.95	78.05	200.00	286.00
2016	21.55	78.05	300.00	399.60
2017	15.00	-	-	15.00
2018	6.49	53.90	252.40	312.78
2019	11.66	29.14	-	40.80
2006 – 2019 % Change	-77.9%	-73.9%		-89.2%
2006 – 2019 Compound Annual Growth Rate	-11.0%	-9.8%		-15.7%

Note: An April 1999 agreement between the state, City of Milwaukee, and Milwaukee County allocated \$241 million in federal Interstate Cost Estimate funds among various transportation projects in the Milwaukee area, including \$12.75 million in FY 02 and \$62.4 million in FY 03 for the Marquette Interchange reconstruction project. These one-time payments are included in figure/table 14.1.

Includes \$104.53 million in FY 09 and \$13.82 million in FY 10 of federal stimulus funds.

The Southeast Wisconsin Freeway program was eliminated effective June 30, 2011. Appropriations for FY 12 and after are for Southeast Freeway Rehabilitation Mega Projects expected to cost more than \$500 million.

F-14.2: Southeast Wisconsin Freeway Rehabilitation by Source of Funds (constant 2017 dollars, millions)



T-14.2: Southeast Wisconsin Freeway Rehabilitation by Source of Funds (constant 2017 dollars, millions)

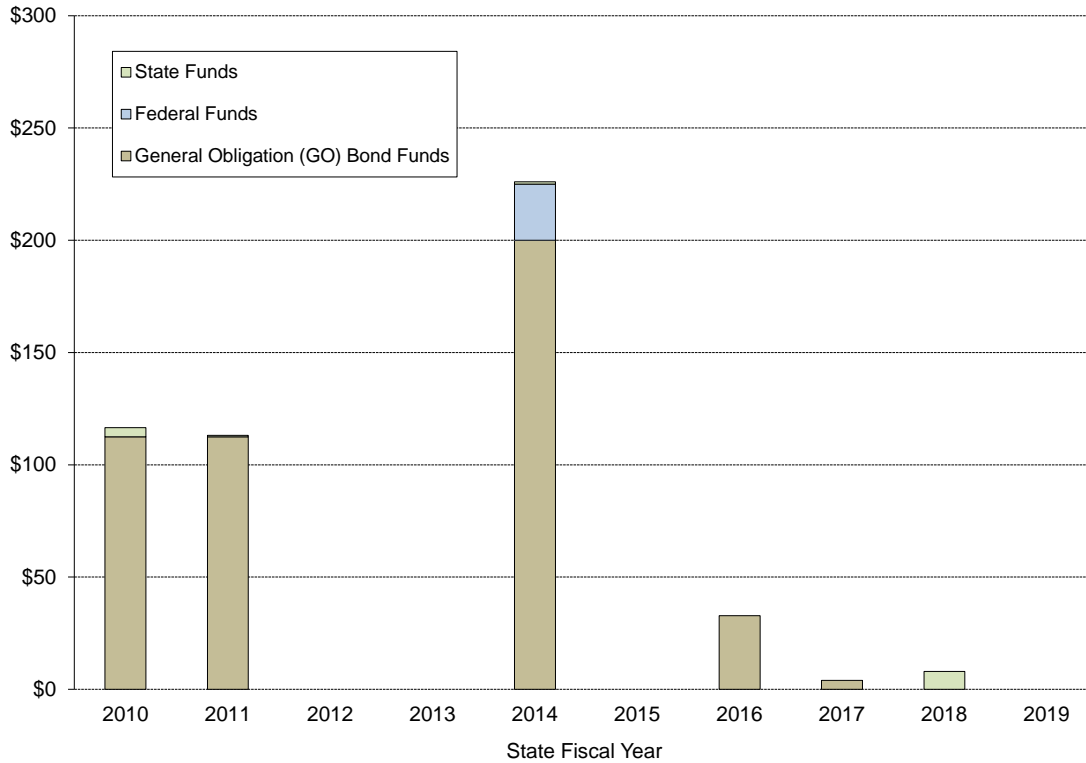
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002	13.23	58.04	-	71.27
2003	49.94	152.10	-	202.04
2004	-	93.00	20.76	113.76
2005	25.32	113.94	83.12	222.38
2006	64.32	135.96	259.95	460.24
2007	35.21	78.91	-	114.12
2008	73.67	83.11	35.08	191.85
2009	99.11	215.08	67.38	381.57
2010	67.12	160.72	-	227.84
2011	68.39	136.93	274.72	480.04
2012	35.16	101.37	110.91	247.44
2013	47.98	99.69	49.50	197.18
2014	29.89	98.17	110.51	238.57
2015	8.15	80.04	205.08	293.27
2016	21.95	79.50	305.57	407.02
2017	15.00	-	-	15.00
2018	6.37	52.92	247.84	307.14
2019	11.23	28.06	-	39.29
2006 – 2019 % Change	-82.5%	-79.4%		-91.5%
2006 – 2019 Compound Annual Growth Rate	-12.6%	-11.4%		-17.2%

Major Interstate and High-Cost Bridge Construction Description

2009 Wisconsin Act 28 created appropriations for state, local, and federal funds for major interstate bridge construction.

2011 Wisconsin Act 32 created a high-cost bridge program for rehabilitation or construction projects on bridges on a state highway that, including approaches, have an estimated cost exceeding \$150 million.

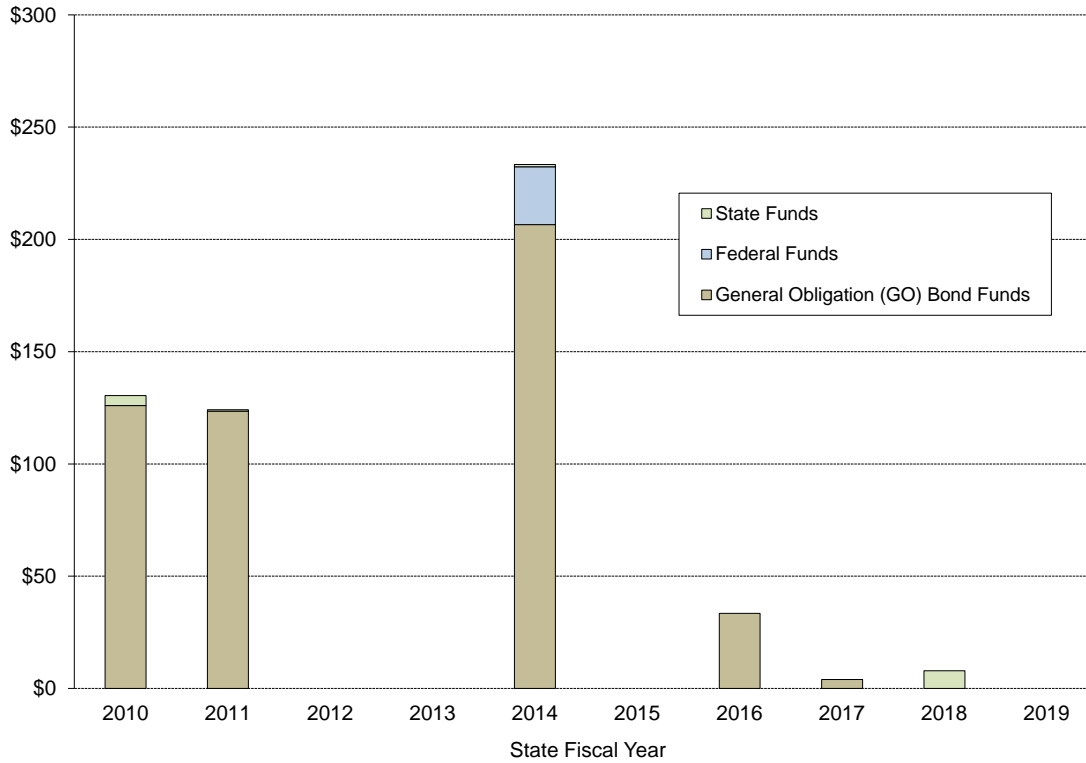
F-14.3: Major Interstate and High-Cost Bridge Construction by Source of Funds (nominal dollars, millions)



T-14.3: Major Interstate and High-Cost Bridge Construction by Source of Funds (nominal dollars, millions)

State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002				
2003				
2004				
2005				
2006				
2007				
2008				
2009				
2010	4.01	-	112.50	116.51
2011	0.60	-	112.50	113.10
2012	-	-	-	-
2013	-	-	-	-
2014	1.00	25.00	200.00	226.00
2015	-	-	-	-
2016	-	-	32.80	32.80
2017	-	-	4.00	4.00
2018	8.00	-	-	8.00
2019	-	-	-	-
2006 – 2019 % Change	N/A	N/A	N/A	N/A
2006 – 2019 Compound Annual Growth Rate	N/A	N/A	N/A	N/A

F-14.4: Major Interstate and High-Cost Bridge Construction by Source of Funds (constant 2017 dollars, millions)



T-14.4: Major Interstate and High-Cost Bridge Construction by Source of Funds (constant 2017 dollars, millions)

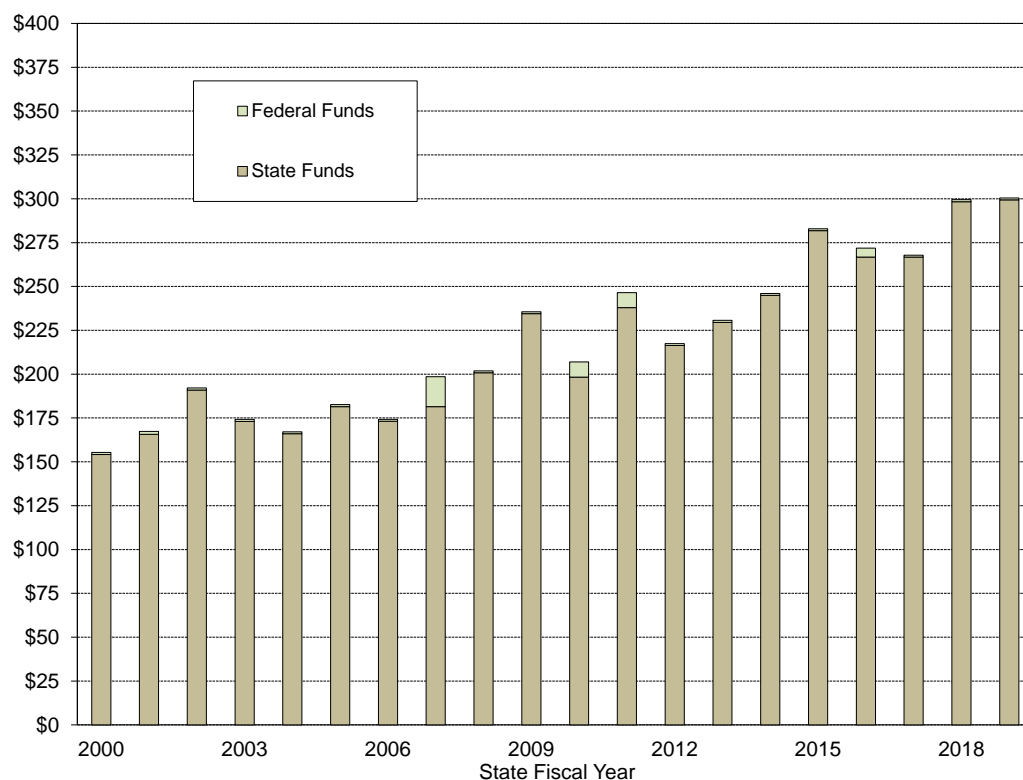
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002				
2003				
2004				
2005				
2006				
2007				
2008				
2009				
2010	4.48	-	125.95	130.44
2011	0.66	-	123.50	124.16
2012	-	-	-	-
2013	-	-	-	-
2014	1.03	25.82	206.55	233.41
2015	-	-	-	-
2016	-	-	33.41	33.41
2017	-	-	4.00	4.00
2018	7.86	-	-	7.86
2019	-	-	-	-
2006 – 2019 % Change	N/A	N/A	N/A	N/A
2006 – 2019 Compound Annual Growth Rate	N/A	N/A	N/A	N/A

State Highway Maintenance, Repair, and Traffic Operations Description

Funds are used for operating the highway system to provide year-round mobility, daily maintenance and safety activities, repair, and preservation of the system to obtain full service life, and enhancing the natural beauty of roadsides.

Major maintenance activities include repairing potholes, cracks, and guardrails, rebuilding shoulders, inspecting and repairing bridges and drainage structures, removing hazardous debris, removing snow, and managing the salt inventory. In addition, maintenance includes operating state-owned lift bridges, mowing roadsides, controlling noxious weeds, and maintaining waysides and rest areas.

Critical Traffic Operations activities include installing and maintaining pavement markings, traffic signs, traffic signals, highway lighting, and Intelligent Transportation Systems (ITS). ITS projects include installation and updating of ramp meters, cameras, variable message signs, and communication networks to provide real-time information and decrease highway delay. Traffic operation also includes running the Statewide Traffic Operations Center.

F-15: Highway Maintenance, Repair and Traffic Operations (nominal dollars, millions)**T-15: Highway Maintenance, Repair and Traffic Operations (nominal dollars, millions)**

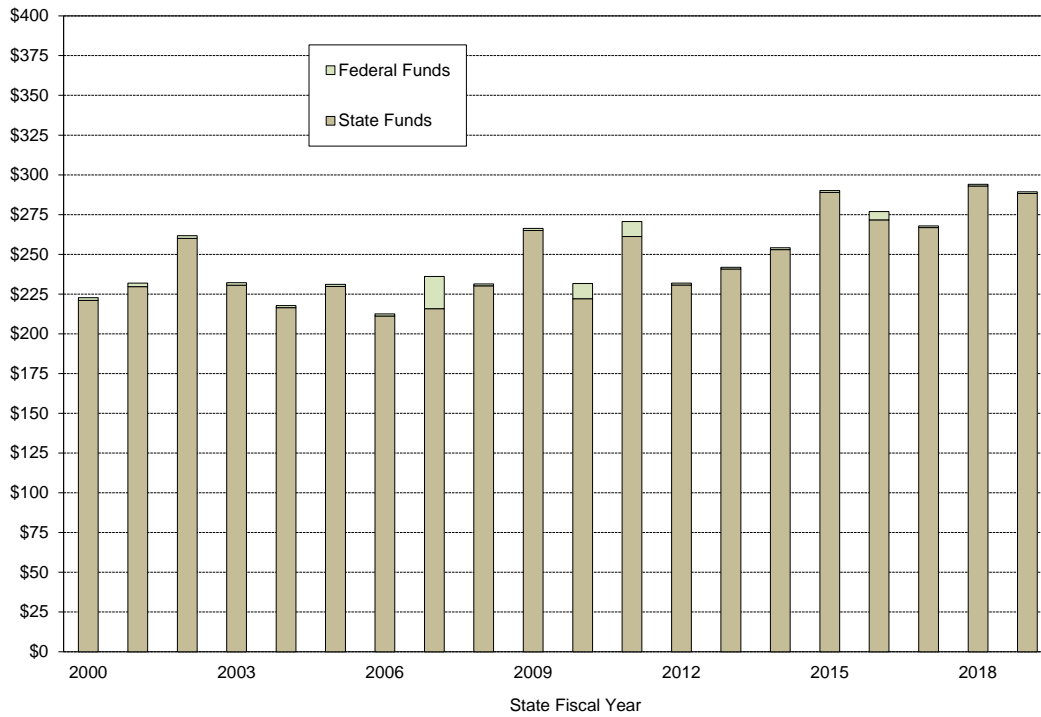
State Fiscal Year	State Funds	Federal Funds	Total
2000	154.20	1.19	155.39
2001	165.68	1.67	167.34
2002	190.94	1.19	192.14
2003	173.02	1.19	174.21
2004	166.03	1.02	167.05
2005	181.51	1.10	182.61
2006	173.18	1.10	174.28
2007	181.50	17.10	198.60
2008	200.78	1.10	201.89
2009	234.44	1.10	235.54
2010	198.37	8.60	206.97
2011	237.90	8.60	246.50
2012	216.31	1.10	217.41
2013	229.56	1.10	230.66
2014	244.96	1.10	246.06
2015	281.85	1.10	282.95
2016	266.78	5.10	271.88
2017	266.79	1.10	267.89
2018	298.36	1.10	299.47
2019	299.34	1.10	300.44
2006 – 2019 % Change	72.8%	-0.1%	72.4%
2006 – 2019 Compound Annual Growth Rate	4.3%	-0.0%	4.3%

Note: In 2002, a one-time transfer of \$27 million from State Highway Rehabilitation to State Highway Operations occurred as part of 2001 Wisconsin Act 16. The transfer was related to statutory definition changes of highway maintenance and rehabilitation that mandated activities such as pavement marking, installation of traffic signals, traffic signs, street lighting, and intelligent transportation systems be paid from highway maintenance funds, unless those activities were “incidental” to a larger highway rehabilitation project. The \$27 million represented the estimated annual cost of these on-going activities.

Funding for state-owned lift bridges is included beginning in FY 06.

Beginning in FY 14, separate appropriations were created for ITS and traffic control signals, and routine maintenance activities as part of overall funding for Highway Maintenance, Repair and Traffic Operations.

Excluded from these data are local and program revenue funds amounting to less than \$3 million annually.

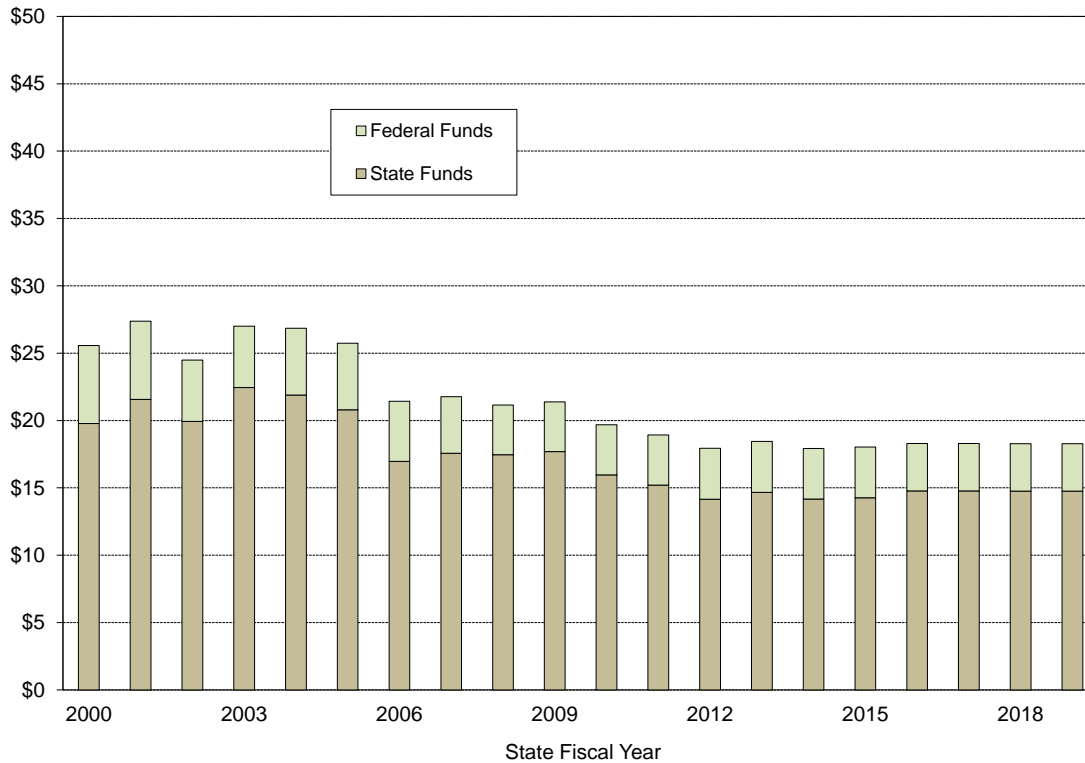
F-16: Highway Maintenance, Repair and Traffic Operations (constant 2017 dollars, millions)

T-16: Highway Maintenance, Repair, and Traffic Operations (constant 2017 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Total
2000	221.05	1.71	222.76
2001	229.66	2.31	231.97
2002	260.08	1.63	261.71
2003	230.59	1.59	232.18
2004	216.50	1.32	217.82
2005	229.78	1.40	231.18
2006	211.26	1.35	212.60
2007	215.79	20.33	236.13
2008	230.18	1.26	231.45
2009	265.06	1.25	266.30
2010	222.09	9.63	231.72
2011	261.16	9.44	270.61
2012	230.69	1.18	231.86
2013	240.76	1.16	241.92
2014	252.99	1.14	254.13
2015	289.01	1.13	290.14
2016	271.74	5.20	276.93
2017	266.79	1.10	267.89
2018	292.98	1.08	294.06
2019	288.25	1.06	289.31
2006 – 2019 % Change	36.4%	-21.1%	36.1%
2006 – 2019 Compound Annual Growth Rate	2.4%	-1.8%	2.4%

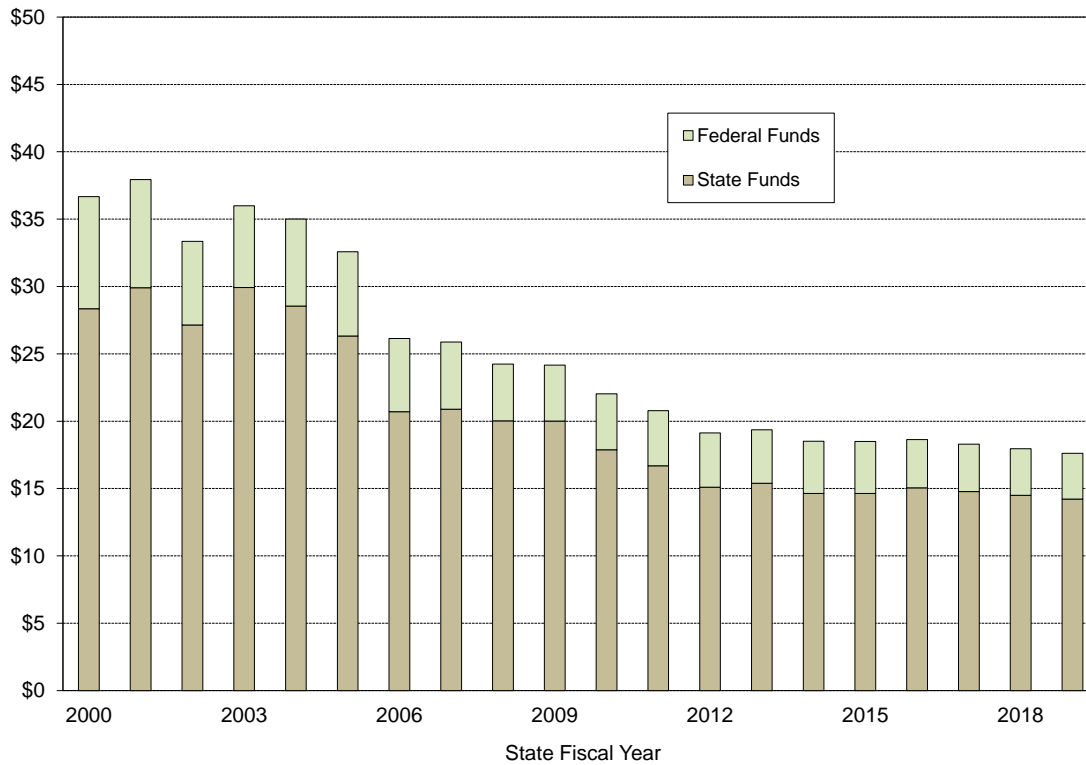
State Highway Administration and Planning Description

These funds are provided for the administration and planning of the Aids programs, Local Transportation Assistance and the State Highway Programs. Typical activities include:

- Administrative costs related to the state highway program;
- Pre-design project scoping and planning;
- Highway access management;
- Environmental planning and analysis;
- Applied research related to highway planning, design, and construction.

F-16A: State Highway Administration and Planning (nominal dollars, millions)

T-16A: State Highway Administration and Planning (nominal dollars, millions)

State Fiscal Year	State Funds	Federal Funds	TOTAL
2000	19.78	5.80	25.58
2001	21.57	5.80	27.37
2002	19.93	4.56	24.48
2003	22.45	4.56	27.01
2004	21.90	4.95	26.84
2005	20.79	4.95	25.74
2006	16.97	4.46	21.43
2007	17.57	4.20	21.77
2008	17.47	3.68	21.15
2009	17.70	3.68	21.38
2010	15.97	3.72	19.68
2011	15.21	3.72	18.93
2012	14.16	3.79	17.94
2013	14.67	3.79	18.46
2014	14.17	3.76	17.93
2015	14.27	3.76	18.03
2016	14.78	3.52	18.30
2017	14.78	3.52	18.30
2018	14.77	3.52	18.29
2019	14.77	3.52	18.29
2006 – 2019 % Change	-13.0%	-21.1%	-14.7%
2006 – 2019 Compound Annual Growth Rate	-1.1%	-1.8%	-1.2%

F-16B: State Highway Administration and Planning (constant 2017 dollars, millions)

T-16B: State Highway Administration and Planning (constant 2017 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	TOTAL
2000	28.35	8.31	36.66
2001	29.90	8.04	37.94
2002	27.15	6.20	33.35
2003	29.92	6.07	35.99
2004	28.55	6.45	35.00
2005	26.32	6.26	32.59
2006	20.70	5.45	26.15
2007	20.89	4.99	25.88
2008	20.02	4.22	24.24
2009	20.01	4.16	24.17
2010	17.88	4.16	22.03
2011	16.70	4.08	20.78
2012	15.10	4.04	19.14
2013	15.39	3.97	19.36
2014	14.63	3.89	18.52
2015	14.63	3.86	18.49
2016	15.05	3.58	18.64
2017	14.78	3.52	18.30
2018	14.50	3.46	17.96
2019	14.22	3.39	17.61
2006 – 2019 % Change	-31.3%	-37.7%	-32.6%
2006 – 2019 Compound Annual Growth Rate	-2.8%	-3.6%	-3.0%

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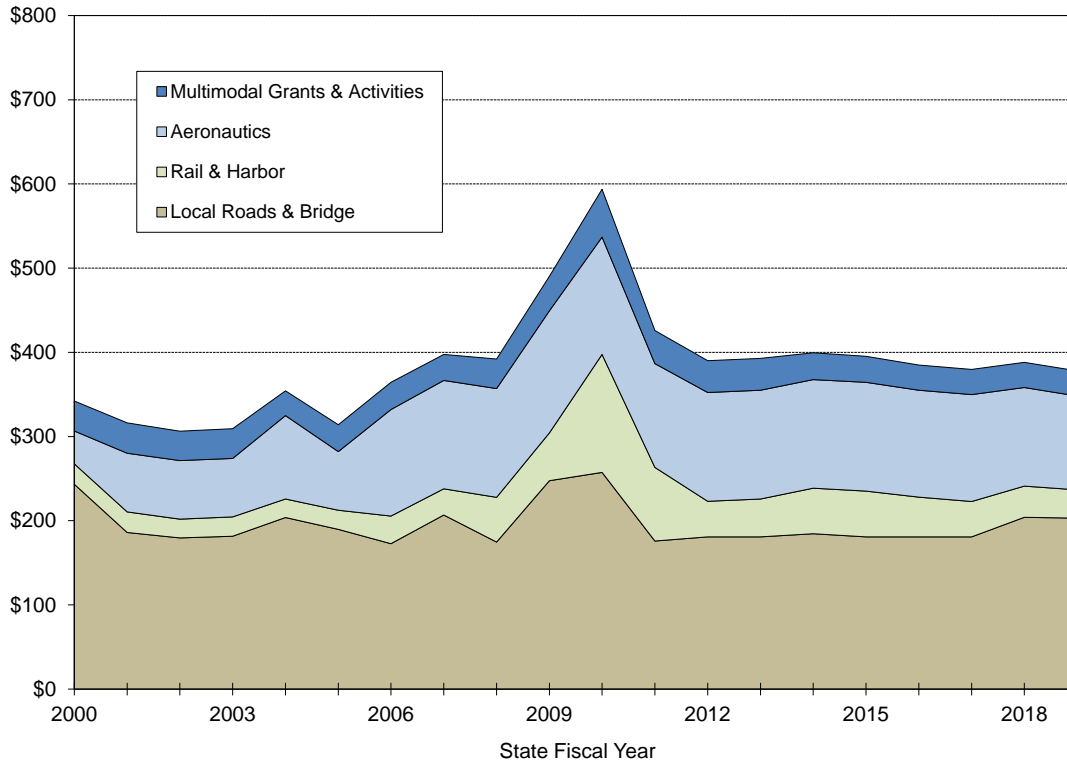
SECTION 5

Appropriations for Local Transportation Capital Assistance

Local transportation capital assistance programs provide financial assistance for a wide variety of transportation modes. These programs represent capital assistance for specific projects, as opposed to “transportation aids” (detailed in Section 6) that support ongoing local transportation programs.

This section provides detailed data for several categories of assistance:

- Local Roads and Bridge Programs;
- Aeronautics Assistance;
- Freight and Passenger Rail Assistance;
- Harbor Assistance;
- Multimodal Grants and Activities.

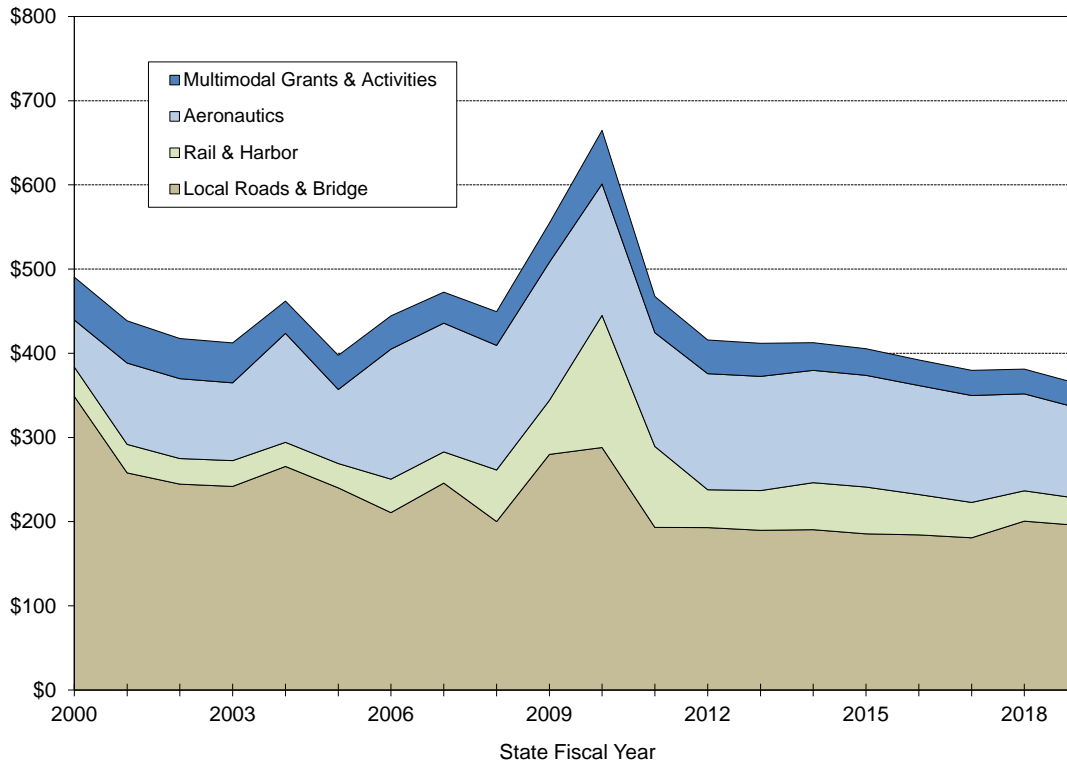
F-17: Local Transportation Capital Assistance (nominal dollars, millions)

T-17: Local Transportation Capital Assistance (nominal dollars, millions)

State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	243.36	24.28	38.94	35.58	342.15
2001	186.05	24.49	69.59	36.19	316.31
2002	179.59	22.31	69.51	35.01	306.43
2003	181.51	22.90	69.45	35.44	309.30
2004	203.73	21.94	99.30	29.25	354.22
2005	189.65	22.84	69.50	31.92	313.92
2006	172.73	32.70	126.51	32.34	364.27
2007	206.82	31.01	128.76	30.98	397.57
2008	174.63	53.24	129.14	34.99	392.00
2009	247.62	56.65	145.13	41.07	490.47
2010	257.31	140.16	139.43	56.82	593.71
2011	175.87	87.52	123.32	39.12	425.84
2012	180.82	42.21	129.30	37.62	389.95
2013	180.82	45.04	129.24	37.62	392.72
2014	184.42	54.09	129.20	31.68	399.38
2015	180.82	54.39	129.20	30.90	395.31
2016	180.82	47.12	127.07	29.90	384.91
2017	180.82	41.99	127.07	29.90	379.79
2018	204.16	36.90	117.25	29.90	388.20
2019	203.13	33.50	111.55	29.90	378.07
2006 – 2019 % Change	17.6%	2.4%	-11.8%	-7.5%	3.8%
2006 – 2019 Compound Annual Growth Rate	1.3%	0.2%	-1.0%	-0.6%	0.3%

Note: The Aeronautics program received base increases in FY 01 and FY 06 due to increases in federal funding related to reauthorization of the federal aeronautics program.

Rail and Harbor includes amounts for freight and passenger rail assistance.

Includes a total of \$83.77 million in FY 09 and \$155.54 million in FY 10 of federal stimulus funds for local capital assistance.

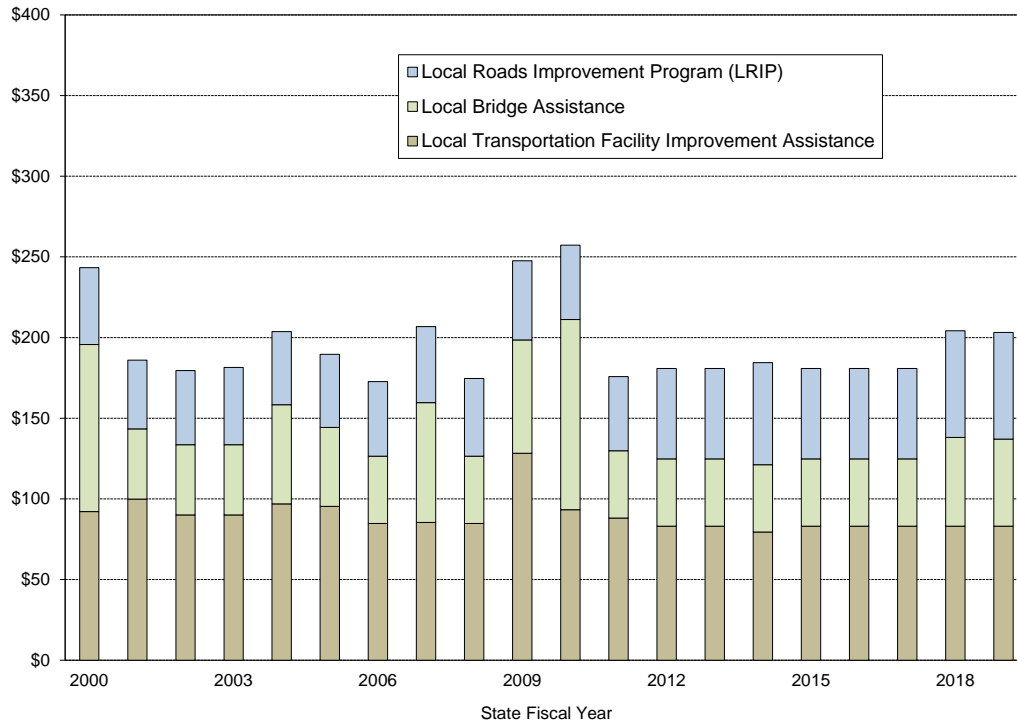
F-18: Local Transportation Capital Assistance (constant 2017 dollars, millions)

T-18: Local Transportation Capital Assistance (constant 2017 dollars, millions)

State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	348.85	34.80	55.82	51.01	490.48
2001	257.91	33.95	96.46	50.16	438.48
2002	244.62	30.38	94.68	47.69	417.38
2003	241.91	30.52	92.55	47.23	412.21
2004	265.66	28.61	129.48	38.14	461.89
2005	240.09	28.91	87.99	40.41	397.40
2006	210.70	39.89	154.32	39.45	444.36
2007	245.90	36.86	153.09	36.84	472.69
2008	200.20	61.04	148.05	40.12	449.40
2009	279.95	64.04	164.08	46.44	554.52
2010	288.07	156.92	156.10	63.61	664.71
2011	193.07	96.08	135.38	42.95	467.48
2012	192.84	45.02	137.90	40.12	415.88
2013	189.64	47.24	135.55	39.46	411.89
2014	190.46	55.86	133.44	32.71	412.47
2015	185.41	55.77	132.49	31.68	405.35
2016	184.18	48.00	129.43	30.45	392.07
2017	180.82	41.99	127.07	29.90	379.79
2018	200.47	36.23	115.13	29.36	381.19
2019	195.60	32.26	107.41	28.79	364.06
2006 – 2019 % Change	-7.2%	-19.1%	-30.4%	-27.0%	-18.1%
2006 – 2019 Compound Annual Growth Rate	-0.6%	-1.6%	-2.7%	-2.4%	-1.5%

Local Roads and Bridge Assistance Programs Description

The Local Roads and Bridge Assistance Programs comprise the largest share of transportation capital assistance programs. There are three primary components of the Local Roads and Bridge Programs:

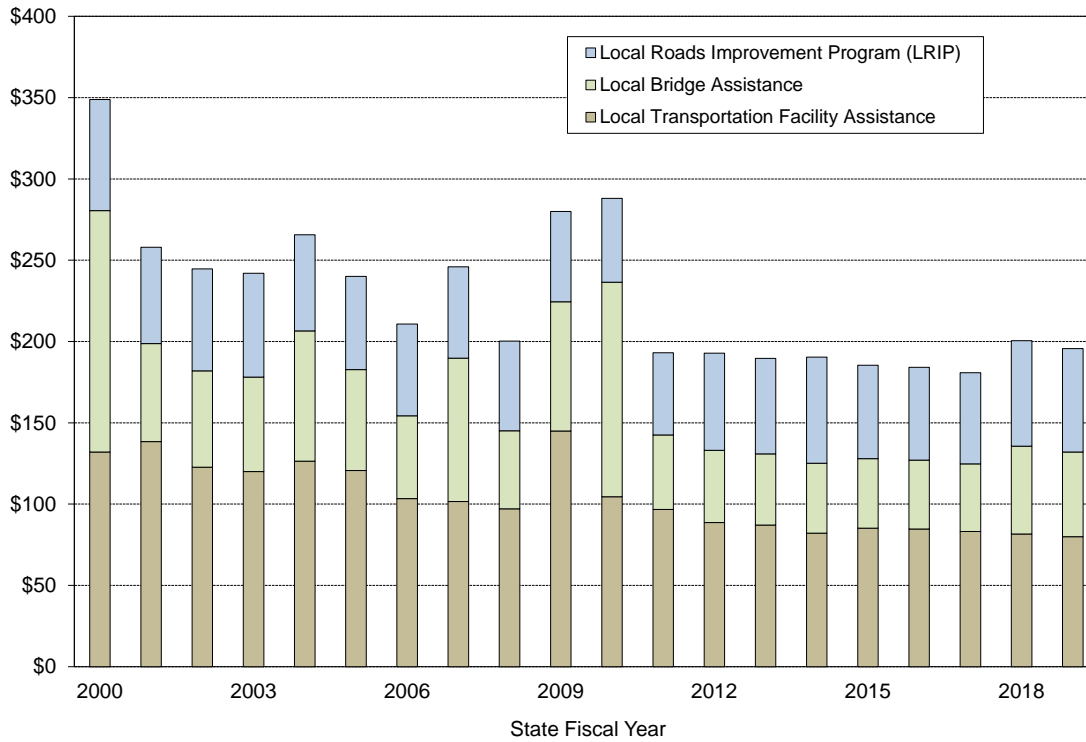
- State and federal funding for bridge replacement;
- Federal aid for rehabilitation of local roads and streets; and
- A state-funded Local Roads Improvement Program (LRIP) created by 1991 Wisconsin Act 39, in part to encourage the improvement of roads not eligible for federal aid.

F-19: Local Roads & Bridge Assistance (nominal dollars, millions)

T-19: Local Roads & Bridge Assistance (nominal dollars, millions)

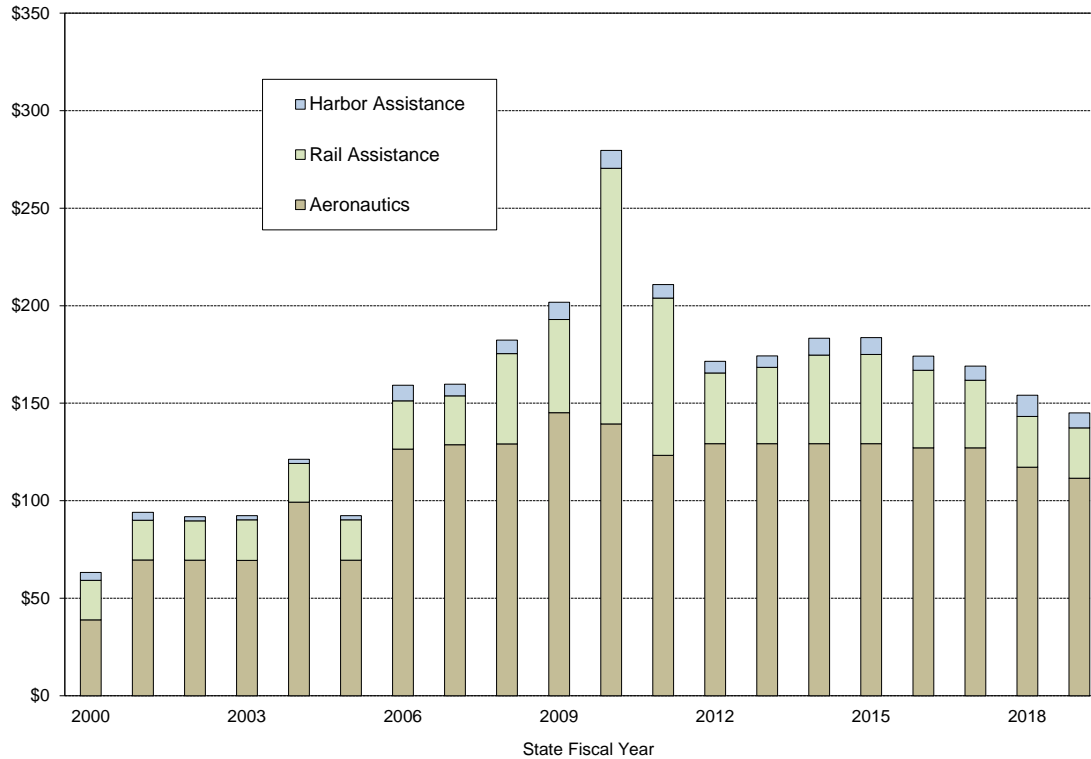
State Fiscal Year	Local Transportation Facility Improvement Assistance	Local Bridge Assistance	Local Roads Improvement Program (LRIP)	TOTAL
2000	92.15	103.54	47.66	243.36
2001	99.85	43.54	42.66	186.05
2002	90.08	43.55	45.97	179.59
2003	90.08	43.55	47.89	181.51
2004	96.90	61.49	45.34	203.73
2005	95.33	48.98	45.34	189.65
2006	84.75	41.73	46.25	172.73
2007	85.42	74.23	47.17	206.82
2008	84.75	41.76	48.11	174.63
2009	128.23	70.31	49.08	247.62
2010	93.36	117.88	46.07	257.31
2011	88.14	41.67	46.07	175.87
2012	83.10	41.65	56.07	180.82
2013	83.10	41.65	56.07	180.82
2014	79.50	41.65	63.27	184.42
2015	83.10	41.65	56.07	180.82
2016	83.10	41.66	56.07	180.82
2017	83.10	41.66	56.07	180.82
2018	83.08	55.02	66.07	204.16
2019	83.08	53.99	66.07	203.13
2006 – 2019 % Change	-2.0%	29.4%	42.9%	17.6%
2006 – 2019 Compound Annual Growth Rate	-0.2%	2.0%	2.8%	1.3%

Note: Year-to-year changes in funding can be project specific; for example, FY 00 Local Bridge Assistance data reflects funding of \$51 million for the 6th Street Viaduct in Milwaukee; FY 01 includes \$8 million in federal funds for Local Roads for Job Preservation.

Includes \$20.48 million in FY 09 and \$74.74 million in FY 10 of federal stimulus funds for local bridge assistance, and \$32.89 million in FY 09 and \$0.47 million in FY 10 of stimulus funds for other local road assistance.

F-20: Local Roads and Bridge Assistance (constant 2017 dollars, millions)

T-20: Local Roads and Bridge Assistance (constant 2017 dollars, millions)

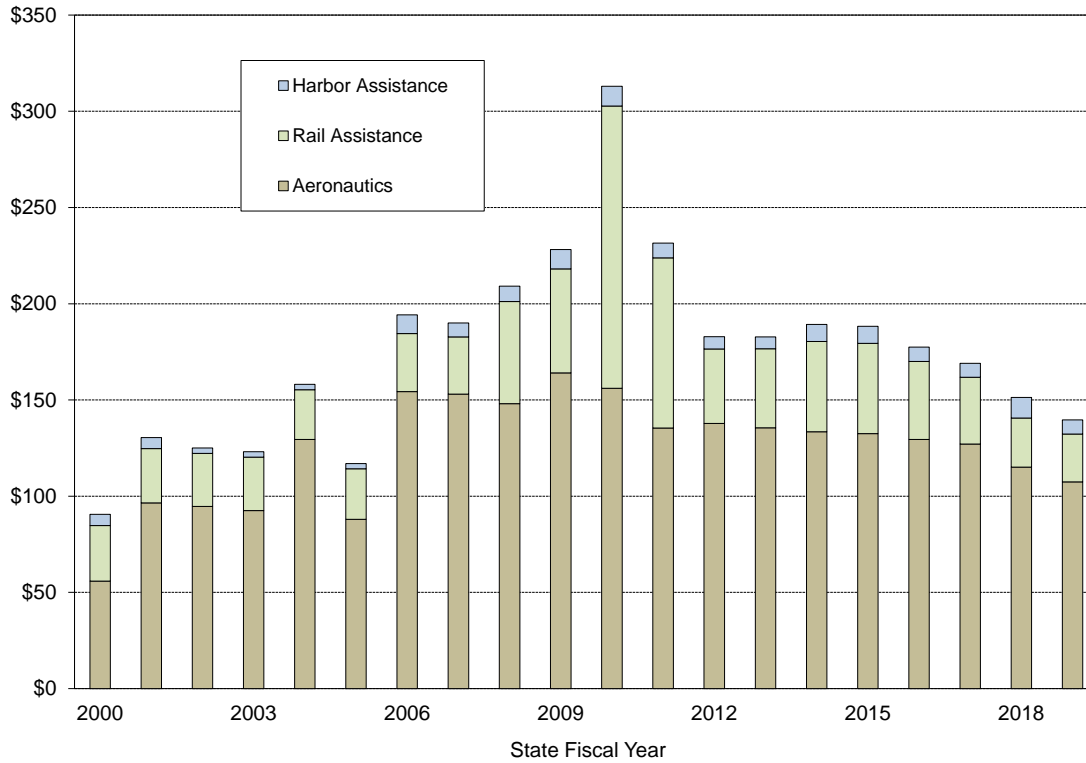
State Fiscal Year	Local Transportation Facility Assistance	Local Bridge Assistance	Local Roads Improvement Program (LRIP)	TOTAL
2000	132.10	148.43	68.32	348.85
2001	138.41	60.36	59.14	257.91
2002	122.69	59.31	62.62	244.62
2003	120.05	58.03	63.83	241.91
2004	126.36	80.18	59.12	265.66
2005	120.68	62.01	57.40	240.09
2006	103.38	50.91	56.41	210.70
2007	101.56	88.26	56.08	245.90
2008	97.16	47.88	55.16	200.20
2009	144.98	79.49	55.49	279.95
2010	104.52	131.98	51.57	288.07
2011	96.75	45.75	50.57	193.07
2012	88.62	44.42	59.79	192.84
2013	87.16	43.68	58.80	189.64
2014	82.10	43.01	65.34	190.46
2015	85.21	42.71	57.49	185.41
2016	84.64	42.43	57.11	184.18
2017	83.10	41.66	56.07	180.82
2018	81.58	54.02	64.87	200.47
2019	80.00	51.99	63.62	195.60
2006 – 2019 % Change	-22.6%	2.1%	12.8%	-7.2%
2006 – 2019 Compound Annual Growth Rate	-2.0%	0.2%	0.9%	-0.6%

F-21: Aeronautics, Rail, and Harbor Assistance (nominal dollars, millions)

T-21: Aeronautics, Rail, and Harbor Assistance (nominal dollars, millions)

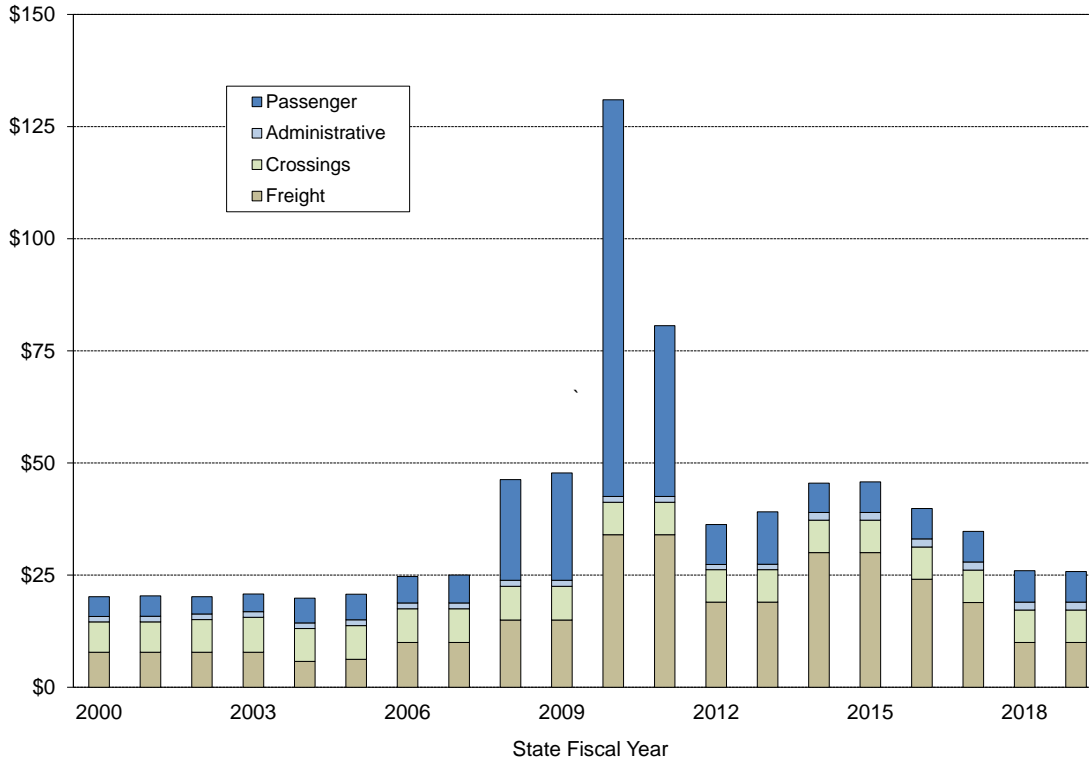
State Fiscal Year	Aeronautics	Rail Assistance	Harbor Assistance	TOTAL
2000	38.94	20.19	4.09	63.21
2001	69.59	20.39	4.09	94.07
2002	69.51	20.21	2.09	91.82
2003	69.45	20.81	2.09	92.35
2004	99.30	19.84	2.10	121.24
2005	69.50	20.74	2.10	92.34
2006	126.51	24.70	8.00	159.21
2007	128.76	25.00	6.01	159.76
2008	129.14	46.28	6.96	182.38
2009	145.13	47.78	8.86	201.78
2010	139.43	130.98	9.18	279.59
2011	123.32	80.61	6.91	210.84
2012	129.24	36.29	5.92	171.45
2013	129.24	39.11	5.92	174.28
2014	129.20	45.49	8.60	183.29
2015	129.20	45.79	8.60	183.59
2016	127.07	39.87	7.25	174.19
2017	127.07	34.74	7.25	169.06
2018	117.25	26.00	10.90	154.14
2019	111.55	25.79	7.70	145.04
2006 – 2019 % Change	-11.8%	4.4%	-3.8%	-8.9%
2006 – 2019 Compound Annual Growth Rate	-1.0%	0.3%	-0.3%	-0.7%

Note: 2005 Wisconsin Act 25 included two earmarked projects in the Harbor Assistance Program, totaling \$8.1 million. A third earmarked project was vetoed, but the related funding of \$1.6 million was not. The result was a \$9.7 million increase in funding for the biennium over traditional levels.

Includes \$15.73 million in FY 09 and \$10.12 million in FY 10 of federal stimulus funds for aeronautics assistance, \$42 million in FY 10 of stimulus funds for passenger rail assistance and \$1.8 million in FY 10 of stimulus funds for harbor assistance.

F-22: Aeronautics, Rail, and Harbor Assistance (constant 2017 dollars, millions)

T-22: Aeronautics, Rail, and Harbor Assistance (constant 2017 dollars, millions)

State Fiscal Year	Aeronautics	Rail Assistance	Harbor Assistance	TOTAL
2000	55.82	28.94	5.86	90.62
2001	96.46	28.27	5.67	130.41
2002	94.68	27.53	2.85	125.07
2003	92.55	27.74	2.79	123.08
2004	129.48	25.87	2.74	158.09
2005	87.99	26.26	2.66	116.90
2006	154.32	30.13	9.76	194.21
2007	153.09	29.72	7.14	189.95
2008	148.05	53.06	7.98	209.09
2009	164.08	54.02	10.02	228.13
2010	156.10	146.65	10.27	313.02
2011	135.38	88.49	7.59	231.46
2012	137.83	38.70	6.31	182.85
2013	135.55	41.02	6.21	182.79
2014	133.44	46.98	8.88	189.30
2015	132.49	46.95	8.82	188.26
2016	129.43	40.61	7.38	177.43
2017	127.07	34.74	7.25	169.06
2018	115.13	25.53	10.70	151.36
2019	107.41	24.84	7.42	139.67
2006 – 2019 % Change	-30.4%	-17.6%	-24.0%	-28.1%
2006 – 2019 Compound Annual Growth Rate	-2.7%	-1.5%	-2.1%	-2.5%

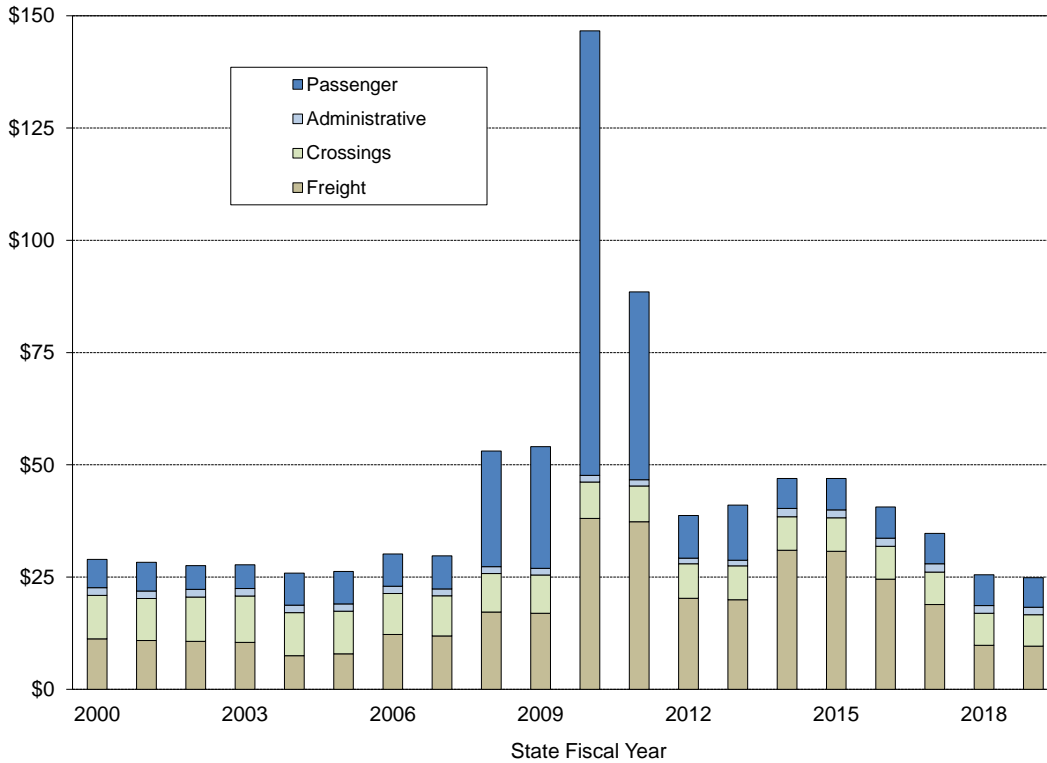
F-23: Rail Assistance (nominal dollars, millions)

T-23: Rail Assistance (nominal dollars, millions)

State Fiscal Year	Crossings	Freight	Passenger	Administrative	TOTAL
2000	6.75	7.83	4.39	1.22	20.19
2001	6.75	7.83	4.58	1.23	20.39
2002	7.25	7.83	3.86	1.27	20.21
2003	7.75	7.83	3.98	1.26	20.81
2004	7.34	5.75	5.48	1.28	19.84
2005	7.50	6.25	5.72	1.28	20.74
2006	7.50	10.00	5.88	1.32	24.70
2007	7.50	10.00	6.18	1.32	25.00
2008	7.50	15.00	22.45	1.34	46.28
2009	7.50	15.00	23.95	1.34	47.78
2010	7.24	34.00	88.44	1.30	130.98
2011	7.24	34.00	38.09	1.28	80.61
2012	7.23	19.00	8.90	1.16	36.29
2013	7.23	19.00	11.69	1.20	39.11
2014	7.23	30.00	6.50	1.76	45.49
2015	7.23	30.00	6.80	1.76	45.79
2016	7.16	24.10	6.80	1.81	39.87
2017	7.23	18.90	6.80	1.81	34.74
2018	7.24	10.00	7.00	1.76	26.00
2019	7.23	10.00	6.80	1.76	25.79
2006 – 2019 % Change	-3.6%	0.0%	15.6%	33.9%	4.4%
2006 – 2019 Compound Annual Growth Rate	-0.3%	0.0%	1.1%	2.3%	0.3%

Note: The passenger program levels for 2008 through 2011 reflect increases in bond authorizations for the program. 2007 Wisconsin Act 20 (FY 08, 09) included \$32 million in increased authority (split evenly between FY 08 and 09 in the table). 2009 Wisconsin Act 28 included \$40 million in increased bonding authority.

2015 Wisconsin Act 55 reduced current bonding authority for the passenger rail program from \$122 million to \$79.0 million. Previously, \$78.9 million had been authorized for expenditure—\$2 million for the purchase of the Milwaukee Intermodal Station (MIS), and \$68.9 million for the purchase of locomotives, and \$8 million for the passenger concourse at the MIS.

Includes \$42 million in FY 10 of federal stimulus funds for passenger rail assistance.

F-24: Rail Assistance (constant 2017 dollars, millions)

T-24: Rail Assistance (constant 2017 dollars, millions)

State Fiscal Year	Crossings	Freight	Passenger	Administrative	TOTAL
2000	9.68	11.22	6.30	1.74	28.94
2001	9.36	10.85	6.35	1.71	28.27
2002	9.87	10.66	5.26	1.73	27.53
2003	10.33	10.44	5.30	1.67	27.74
2004	9.57	7.50	7.14	1.66	25.87
2005	9.49	7.91	7.24	1.61	26.26
2006	9.15	12.20	7.18	1.60	30.13
2007	8.92	11.89	7.35	1.56	29.72
2008	8.60	17.20	25.73	1.53	53.06
2009	8.48	16.96	27.08	1.51	54.02
2010	8.11	38.07	99.02	1.46	146.65
2011	7.95	37.33	41.81	1.41	88.49
2012	7.71	20.26	9.49	1.23	38.70
2013	7.59	19.93	12.26	1.25	41.02
2014	7.47	30.98	6.71	1.81	46.98
2015	7.42	30.76	6.97	1.80	46.95
2016	7.29	24.55	6.93	1.84	40.61
2017	7.23	18.90	6.80	1.81	34.74
2018	7.10	9.82	6.87	1.73	25.53
2019	6.96	9.63	6.55	1.70	24.84
2006 – 2019 % Change	-23.9%	-21.1%	-8.8%	5.7%	-17.6%
2006 – 2019 Compound Annual Growth Rate	-2.1%	-1.8%	-0.7%	0.4%	-1.5%

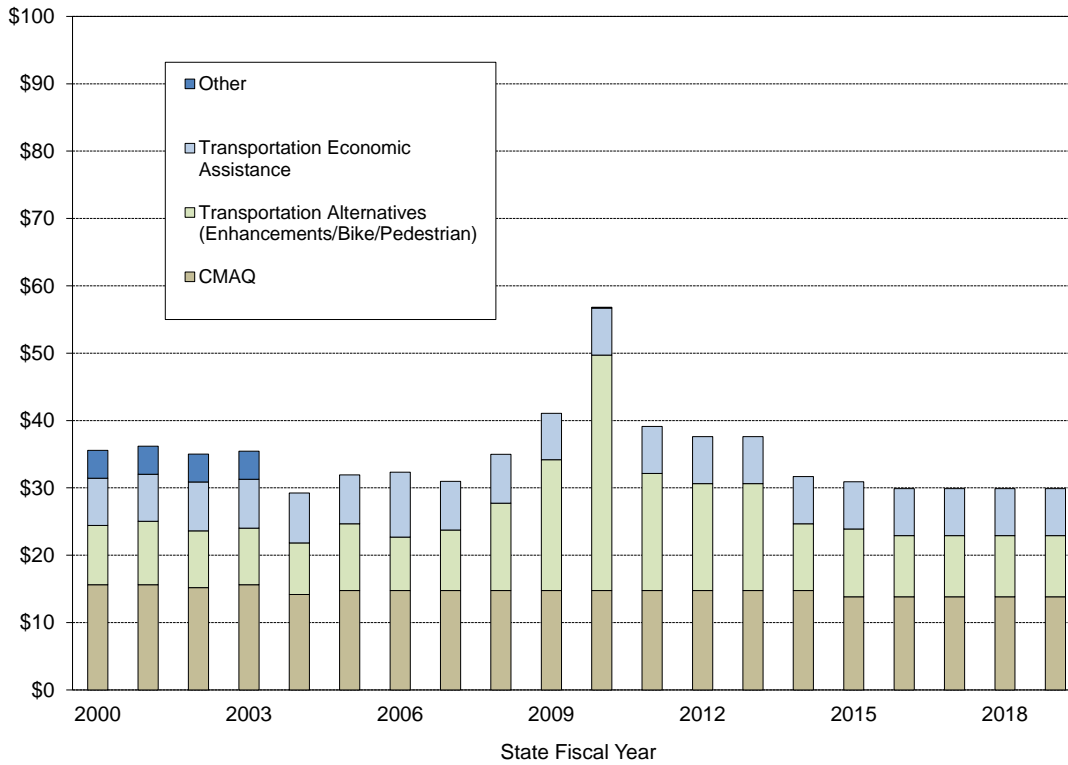
Multimodal Grants and Activities Description

This category of assistance includes funds that are not earmarked for a specific transportation mode. It includes the following programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Transportation Facilities Economic Assistance and Development Program (TEA);
- Transportation Alternatives Program (TAP);
- Transportation Enhancements Program (TE);
- SAFE Routes to Schools Program (SRTS);
- Bike and Pedestrian Facilities Program (BPFP); and
- Temporary Grants.

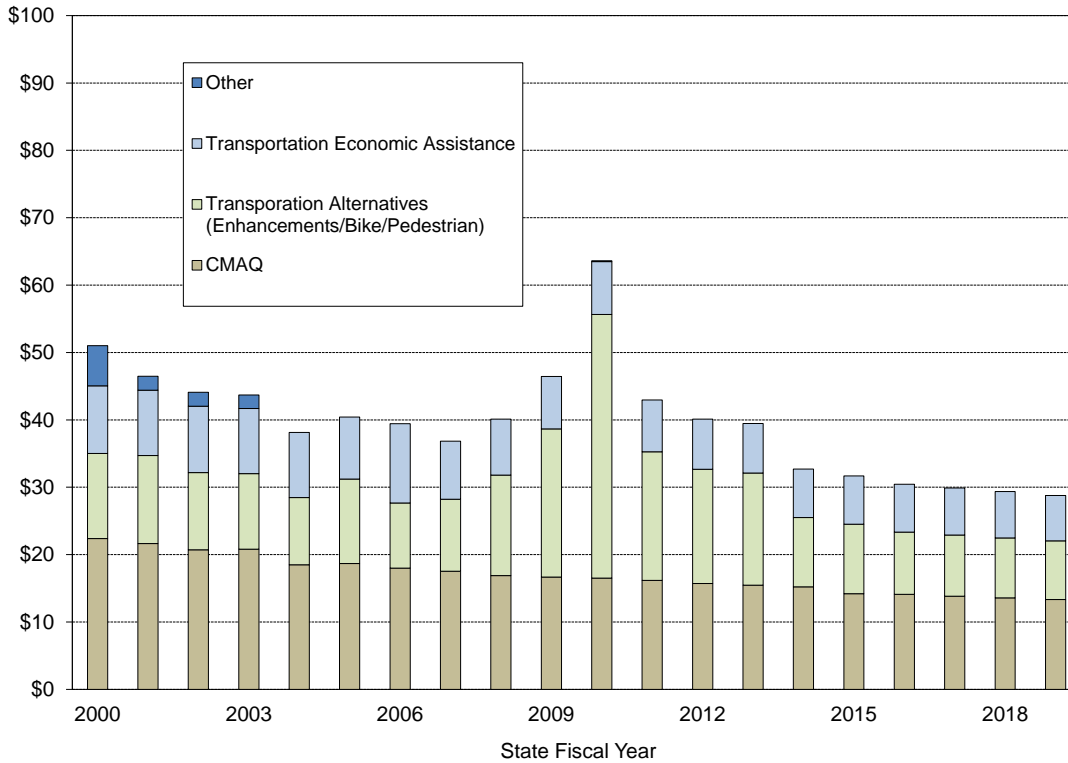
Historically, the federal CMAQ and Enhancements programs generally provided federal funds for up to 80% of project costs and require matching funds from states or local governments to cover the remaining 20% of costs. Certain federal safety programs, including Safe Routes to Schools, provided 100% federal funds for projects.

The Transportation Alternatives Program (TAP) was created in 2012 by the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). TAP replaced the TEA and SRTS programs. To reflect this federal change, 2013 Wisconsin Act 20 eliminated the state TE and SRTS programs, and the BPFP (which was funded with federal TE funds) and replaced them with a state TAP. The TAP has similar but not identical eligibilities to the former programs.

F-25: Multimodal Grants and Activities (nominal dollars, millions)

T-25: Multimodal Grants and Activities (nominal dollars, millions)

State Fiscal Year	CMAQ	Transportation Economic Assistance	Other				Transportation Enhancements	Bike and Pedestrian Facilities	Safe Routes to Schools	Transportation Alternative Program	TOTAL
			Surface Transportation Grants	Multi-modal Studies	Temporary Grants						
2000	15.62	7.00	3.40	0.75			8.81				35.58
2001	15.62	7.00	3.40	0.75			9.41				36.19
2002	15.20	7.25	3.40	0.75			8.41				35.01
2003	15.62	7.25	3.40	0.75			8.41				35.44
2004	14.19	7.43					7.64				29.25
2005	14.74	7.26					9.92				31.92
2006	14.74	9.66					7.94				32.34
2007	14.74	7.26					8.99				30.98
2008	14.74	7.26					7.93	-	5.06		34.99
2009	14.74	6.89					12.49	3.40	3.55		41.07
2010	14.74	6.99			0.12		25.51	5.90	3.55		56.82
2011	14.74	6.99			-		7.93	5.90	3.55		39.12
2012	14.74	6.99					7.93	4.40	3.55		37.62
2013	14.74	6.99					7.93	4.40	3.55		37.62
2014	14.74	6.99					-	-	-	9.94	31.68
2015	13.84	6.99					-	-	-	10.06	30.90
2016	13.84	6.99								9.06	29.90
2017	13.84	6.99								9.06	29.90
2018	13.84	6.99								9.06	29.90
2019	13.84	6.99								9.06	29.90
2006 – 2019 % Change	-6.1%	-27.6%	N/A	N/A	N/A			N/A	N/A	N/A	-7.5%
2006 – 2019 Compound Annual Growth Rate	-0.5%	-2.4%	N/A	N/A	N/A			N/A	N/A	N/A	-0.6%

Note: Transportation Economic Assistance includes minor amounts for Transportation Infrastructure Loans. Includes \$3.37 million in FY 09 and \$17.58 million in FY 10 of federal stimulus funds for transportation enhancements.

F-26: Multimodal Grants and Activities (constant 2017 dollars, millions)

T-26: Multimodal Grants and Activities (constant 2017 dollars, millions)

State Fiscal Year	CMAQ	Transportation Economic Assistance	Other			Transportation Enhancements	Bike and Pedestrian Facilities	Safe Routes to Schools	Transportation Alternative Program	TOTAL
			Surface Transportation Grants	Multi-modal Studies	Temporary Grants					
2000	22.40	10.03	4.87	1.08		12.63				51.01
2001	21.66	9.70	1.04	1.04		13.05				46.49
2002	20.71	9.88	1.02	1.02		11.46				44.08
2003	20.82	9.66	1.00	1.00		11.21				43.69
2004	18.50	9.68				9.96				38.14
2005	18.66	9.18				12.56				40.41
2006	17.99	11.78				9.68				39.45
2007	17.53	8.63				10.68				36.84
2008	16.90	8.32				9.09	-	5.80		40.12
2009	16.67	7.79				14.12	3.84	4.02		46.44
2010	16.51	7.83			0.13	28.56	6.61	3.98		63.61
2011	16.19	7.68			-	8.71	6.48	3.90		42.95
2012	15.72	7.46				8.46	4.69	3.79		40.12
2013	15.46	7.34				8.32	4.61	3.73		39.46
2014	15.23	7.22				-	-	-	10.26	32.71
2015	14.19	7.17				-	-	-	10.32	31.68
2016	14.10	7.12				-	-	-	9.23	30.45
2017	13.84	6.99				-	-	-	9.06	29.90
2018	13.59	6.87				-	-	-	8.90	29.36
2019	13.33	6.74				-	-	-	8.73	28.79
2006 – 2019 % Change	-25.9%	-42.8%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-27.0%
2006 – 2019 Compound Annual Growth Rate	-2.3%	-4.2%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-2.4%

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SECTION 6

Appropriations for Local Transportation Aids

Local transportation aids partially support transportation expenditures made by local units of government (counties, cities, villages, and towns).

There are three categories of transportation aids detailed in this section:

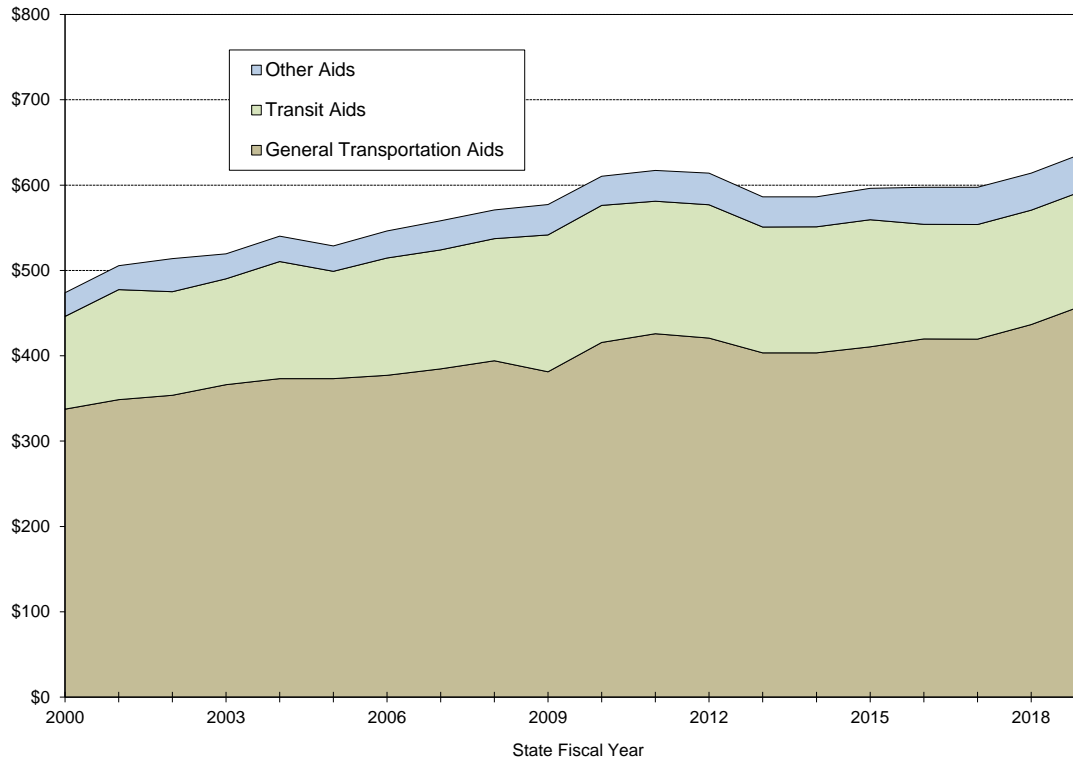
- General Transportation Aids (GTA);
- Transit Aids; and
- Other Aids, including Elderly and Disabled, Connecting Highway, Lift Bridge, Flood Damage, County Forest Road, Soo Locks Improvement, Highway Safety, Expressway Policing, and other special aids.

The largest component is GTA, which provides all Wisconsin local governments with funds to partially offset the cost of maintaining and improving local roads and streets.

2009 Wisconsin Act 28 created the Intercity Bus Assistance Program as part of Transit Aids in FY 10. The Act also created the Tribal Elderly Transportation Grants Program as part of Other Aids, and provided program revenues in FY 10.

2011 Wisconsin Act 32 eliminated the Southeast Wisconsin Transit Capital Assistance Program and the \$100 million in GO bonding authority that would have funded the program.

2011 Wisconsin Act 32 also created a Supplemental Paratransit Aid program for the costs of services provided by eligible transit systems. The program is funded at \$2.5 million per year.

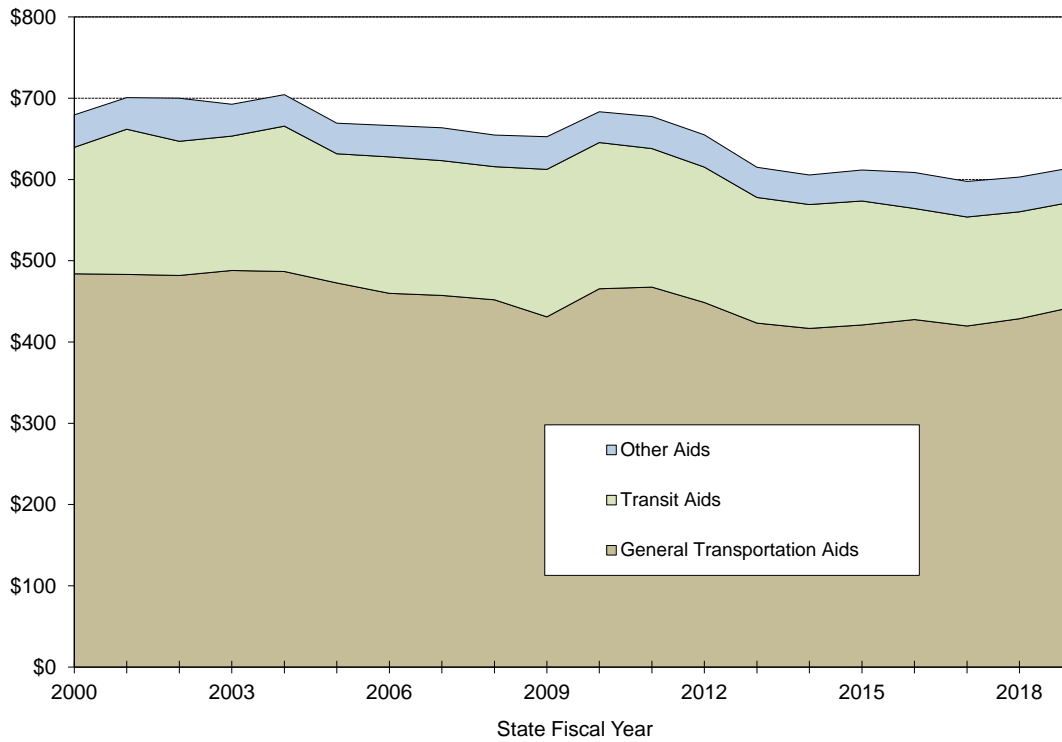
F-27: Local Transportation Aids (nominal dollars, millions)

T-27: Local Transportation Aids (nominal dollars, millions)

State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	337.50	108.68	27.76	473.94
2001	348.52	128.94	28.05	505.51
2002	353.76	121.30	38.75	513.81
2003	366.16	124.16	29.27	519.59
2004	373.34	137.06	29.76	540.15
2005	373.34	125.61	29.73	528.67
2006	377.07	137.60	31.54	546.21
2007	384.61	139.58	33.98	558.17
2008	394.24	142.93	33.82	571.00
2009	381.23	160.42	35.57	577.21
2010	415.70	160.69	34.04	610.42
2011	425.86	155.40	35.93	617.19
2012	420.67	156.29	37.17	614.14
2013	403.52	147.42	35.36	586.30
2014	403.52	147.67	34.99	586.17
2015	410.64	148.74	36.99	596.37
2016	419.85	134.16	43.54	597.55
2017	419.66	134.16	43.69	597.51
2018	436.52	134.07	43.45	614.04
2019	459.73	134.47	43.86	638.07
2006 – 2019 % Change	21.9%	-2.3%	39.1%	16.8%
2006 – 2019 Compound Annual Growth Rate	1.5%	-0.2%	2.6%	1.2%

Note: 2001 Wisconsin Act 16 authorized a one-time payment of \$9 million (part of “Other Aids”) to the Green Bay-Brown County Professional Football Stadium District.

2007 Wisconsin Act 226 reduced the amount of available funding for General Transportation Aids in FY 09 by \$24.8 million. However, aids payments were not reduced. Rather, the one-time reduction was the result of changing payments for counties from four per year to three per year.

Includes \$11.3 million in FY 09 and \$8.83 million in FY 10 of federal stimulus funds for transit aids.

F-28: Local Transportation Aids (constant 2017 dollars, millions)

T-28: Local Transportation Aids (constant 2017 dollars, millions)

State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	483.81	155.80	39.79	679.40
2001	483.13	178.74	38.88	700.75
2002	481.85	165.23	52.78	699.86
2003	487.99	165.47	39.01	692.47
2004	486.82	178.72	38.81	704.35
2005	472.62	159.01	37.64	669.27
2006	459.97	167.85	38.48	666.30
2007	457.29	165.96	40.40	663.65
2008	451.97	163.86	38.77	654.61
2009	431.01	181.37	40.22	652.60
2010	465.40	179.90	38.11	683.42
2011	467.51	170.59	39.45	677.55
2012	448.64	166.68	39.64	654.96
2013	423.22	154.62	37.09	614.93
2014	416.74	152.51	36.13	605.38
2015	421.08	152.52	37.93	611.53
2016	427.65	136.65	44.35	608.65
2017	419.66	134.16	43.69	597.51
2018	428.64	131.65	42.67	602.95
2019	442.69	129.48	42.24	614.42
2006 – 2019 % Change	-3.8%	-22.9%	9.8%	-7.8%
2006 – 2019 Compound Annual Growth Rate	-0.3%	-2.0%	0.7%	-0.6%

General Transportation Aids

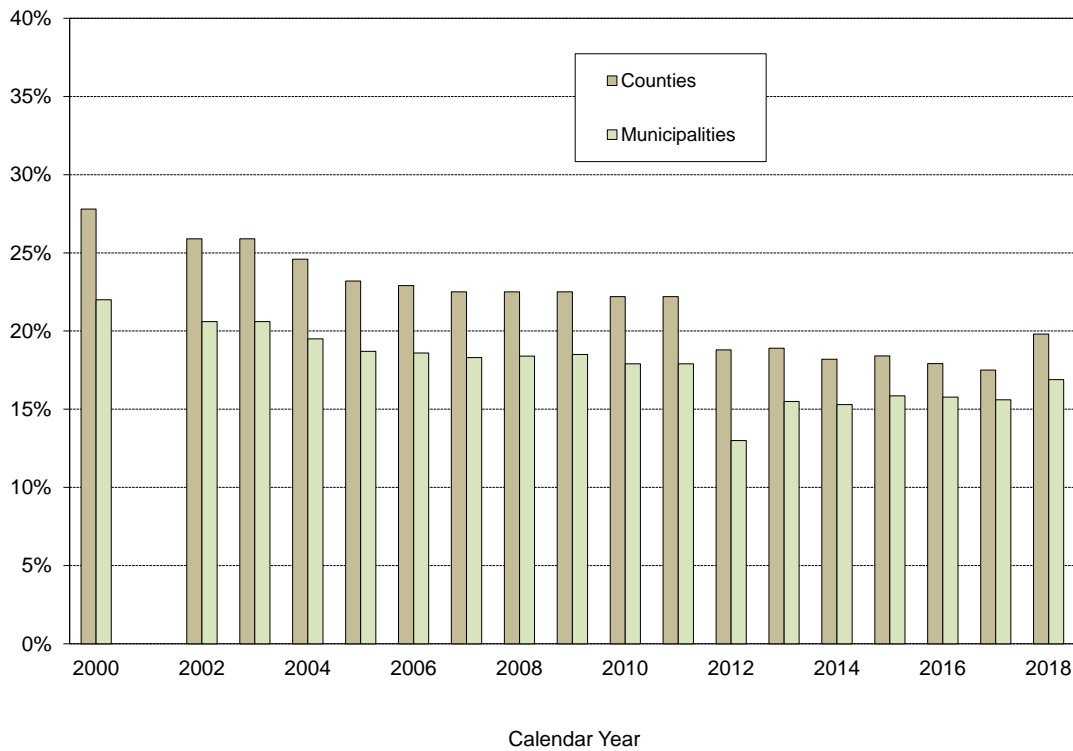
General Transportation Aids (GTA) is WisDOT's only program that provides every county and municipality with predictable funding every year that may be used for local road construction or maintenance. Program appropriations are divided among local governments based on a statutory formula. The current GTA distribution formula, used since 1988, pays counties based on average relative spending over the previous six years. Municipalities receive funds based either on the six-year spending average or a statutory rate per mile, whichever results in a greater payment. The majority of funds are distributed through the share of costs GTA distribution formula, although the majority of local government units are paid through the rate-per-mile formula.

Notes (relating to figure/table 29 on the following page):

1. Use of local governments' past expenditures as one indication of their need for GTA predates the current formula. Since 1982, the local expenditure data used in the GTA formula has included a portion of local law enforcement costs, recognizing that a portion of those costs relate to traffic law enforcement and service to motorists.

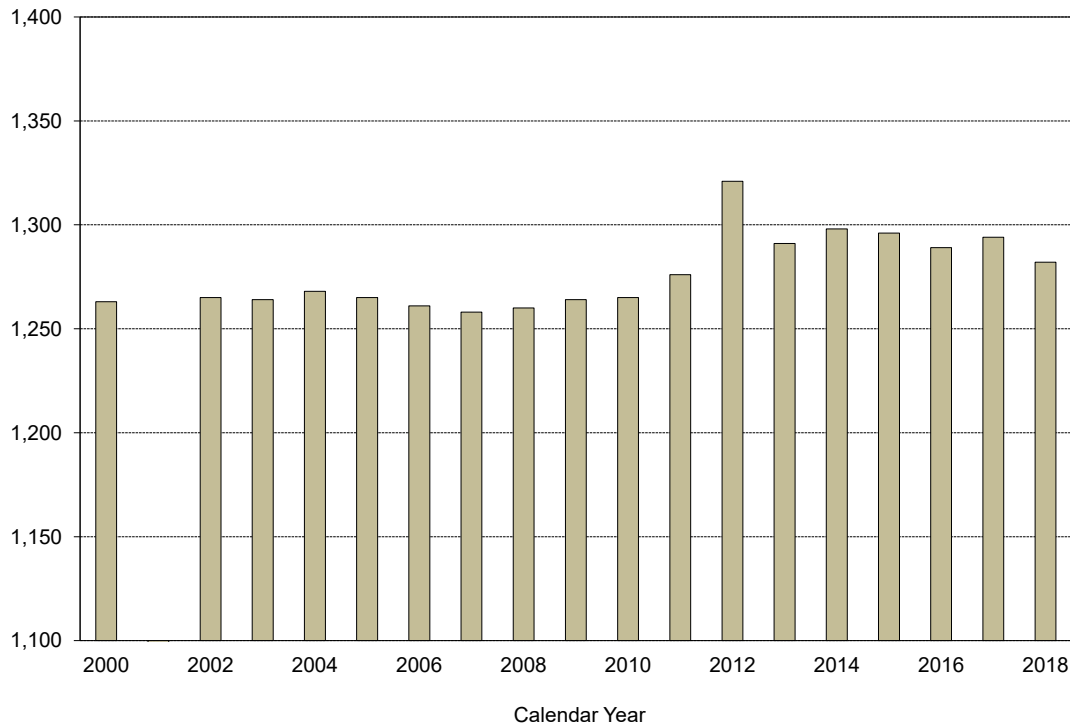
A 1997 report by the Legislative Audit Bureau pointed to rapidly increasing police costs, due to societal concern about property and violent crime as one factor explaining the trend of increasing local road costs and declining GTA cost rates. The portion counted was not statutory, so WisDOT in 1999 implemented a recommendation of the Local Roads and Streets Council to reduce the portion of law enforcement costs used in the GTA formula. This action makes comparisons between pre- and post-1999 rates more difficult. Had the previous police cost percentages been used in 1999, the cost-sharing rates would have been 26.6% for counties and 21.0% for municipalities. The effect of this reduction was phased in through 2004, when the police cost data for all six years used in the formula was based on the new policy.

2. 1999 Wisconsin Act 9 suspended the GTA formula for 2001. Every local government's aid for 2001 was the same amount received in 2000. As a result, the concept of standard cost-sharing rates was not applicable for 2001 payments.
3. 2003 Wisconsin Act 33 froze GTA funding and rate-per-mile at CY 2003 levels for CY 2004 and CY 2005. However, the GTA formula was not suspended.
4. 2011 Wisconsin Act 32 reduced GTA funding in CY 2012 and froze funding at CY 2012 levels in CY 2013. The rate-per-mile was held constant at CY 2011 levels for CY 2012 and CY 2013. However, the GTA formula was not suspended.

F-29: GTA Share of Six-Year Average Costs (Standard Rate)**T-29: GTA Share of Six-Year Average Costs (Standard Rate)**

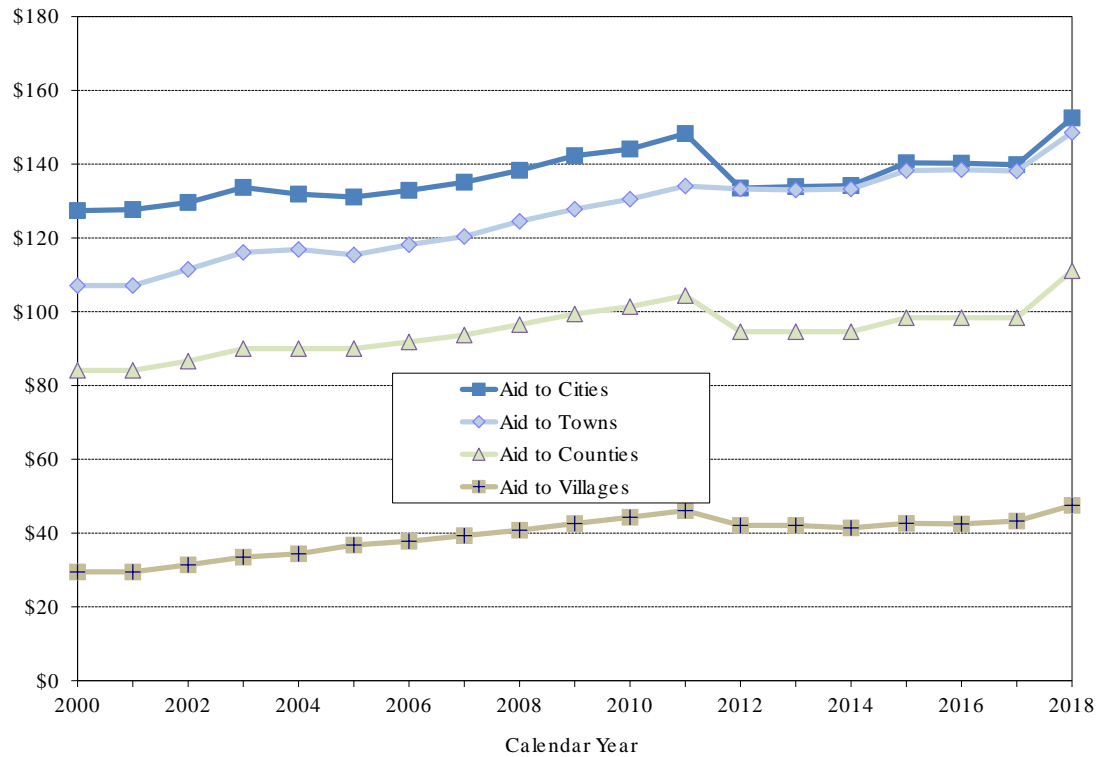
Calendar Year	Counties	Municipalities
2000	27.8%	22.0%
2001	N/A	N/A
2002	25.9%	20.6%
2003	25.9%	20.6%
2004	24.6%	19.5%
2005	23.2%	18.7%
2006	22.9%	18.6%
2007	22.5%	18.3%
2008	22.5%	18.4%
2009	22.5%	18.5%
2010	22.2%	17.9%
2011	22.2%	17.9%
2012	18.8%	13.0%
2013	18.9%	15.5%
2014	18.2%	15.3%
2015	18.4%	15.9%
2016	17.9%	15.8%
2017	17.5%	15.6%
2018	19.8%	16.9%

Note: Data on standard cost-sharing rate is not available for 2001 due to a one-year suspension of the GTA formula by the state legislature.

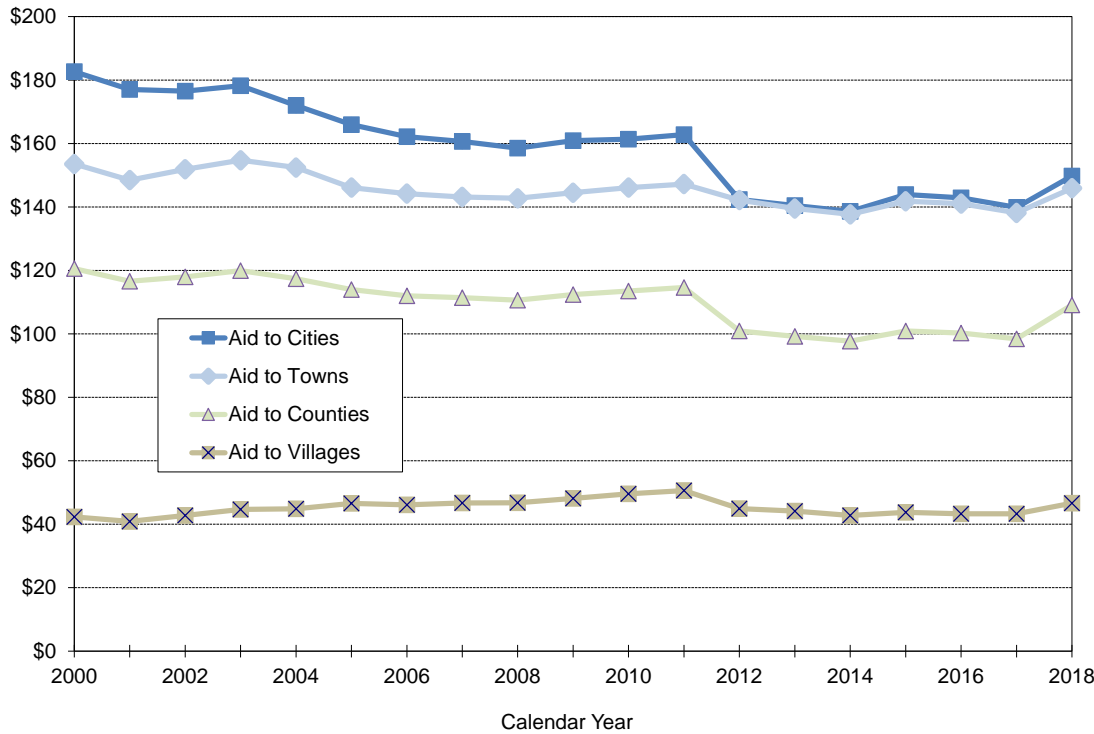
F-30: Number of Municipalities Receiving Mileage-Based GTA**T-30: Number of Municipalities Receiving Mileage-Based GTA**

Calendar Year	Number of Municipalities	Rate per Mile	Average Share of Costs
2000	1,263	\$1,704	51.4%
2001	N/A	N/A	N/A
2002	1,265	\$1,755	48.9%
2003	1,264	\$1,825	48.7%
2004	1,268	\$1,825	47.5%
2005	1,265	\$1,825	46.7%
2006	1,261	\$1,862	46.7%
2007	1,258	\$1,899	46.2%
2008	1,260	\$1,956	46.7%
2009	1,264	\$2,015	46.7%
2010	1,265	\$2,055	45.7%
2011	1,276	\$2,117	45.5%
2012	1,321	\$2,117	43.0%
2013	1,291	\$2,117	43.7%
2014	1,298	\$2,117	42.9%
2015	1,296	\$2,202	43.7%
2016	1,289	\$2,202	43.7%
2017	1,294	\$2,202	42.8%
2018	1,282	\$2,389	45.6%
2006-2018 % Change	1.7%	28.3%	

Note: 1999 Wisconsin Act 9 suspended the GTA formula for 2001. Every local government's aid for 2001 was the same amount received in 2000. Data on mileage-based GTA is not available for 2001 due to the suspension of the GTA formula.

F-31: GTA Distribution by Governmental Unit (nominal dollars, millions)

T-31: GTA Distribution by Governmental Unit (nominal dollars, millions)

Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
2000	107.10	29.50	127.40	84.10	348.10
2001	107.10	29.50	127.70	84.10	348.40
2002	111.50	31.40	129.60	86.60	359.10
2003	116.10	33.50	133.70	90.00	373.30
2004	116.90	34.40	131.90	90.00	373.20
2005	115.40	36.80	131.10	90.00	373.30
2006	118.20	37.80	132.90	91.80	380.70
2007	120.40	39.30	135.10	93.70	388.50
2008	124.50	40.80	138.30	96.50	400.10
2009	127.80	42.60	142.30	99.40	412.10
2010	130.50	44.30	144.10	101.40	420.30
2011	134.10	46.10	148.30	104.40	432.90
2012	133.30	42.10	133.50	94.60	403.50
2013	133.00	42.10	133.90	94.60	403.60
2014	133.30	41.40	134.20	94.60	403.50
2015	138.29	42.64	140.34	98.40	419.66
2016	138.47	42.50	140.27	98.40	419.64
2017	138.13	43.28	139.86	98.40	419.66
2018	148.59	47.52	152.53	111.09	459.73
2006-2018 % Change	25.7%	25.7%	14.8%	21.0%	20.8%
2006-2018 Compound Annual Growth Rate	1.9%	1.9%	1.2%	1.6%	1.6%

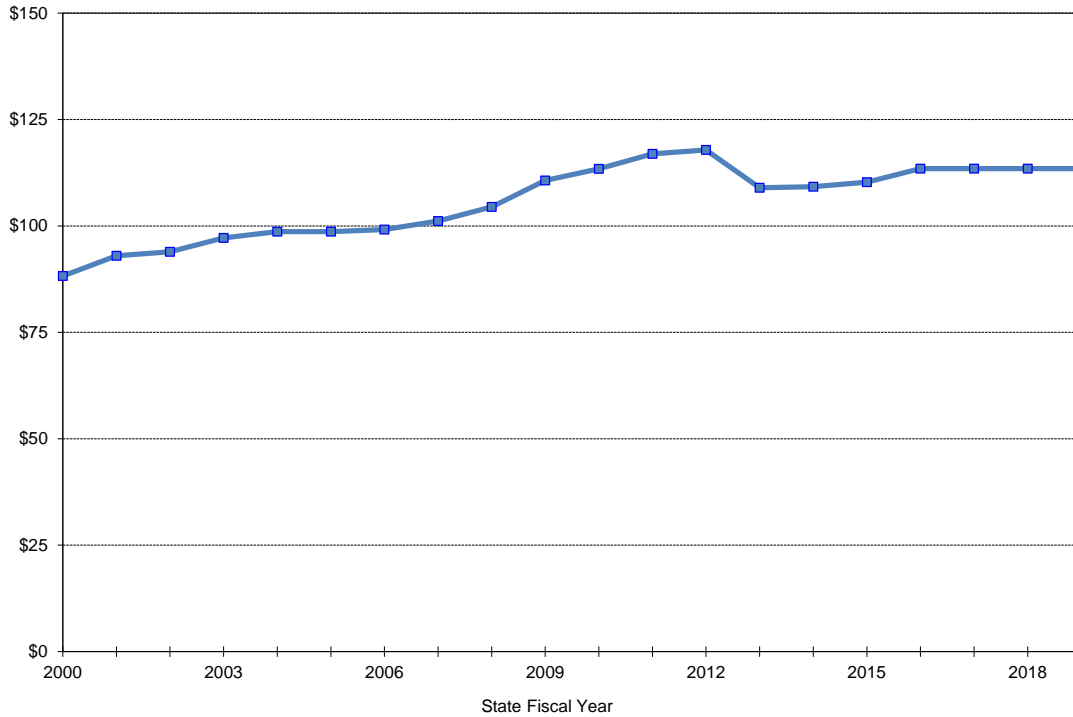
F-31A: GTA Distribution by Governmental Unit (constant 2017 dollars, millions)

T-31A: GTA Distribution by Governmental Unit (constant 2017 dollars, millions)

Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
2000	153.53	42.29	182.63	120.56	499.00
2001	148.46	40.89	177.02	116.58	482.96
2002	151.87	42.77	176.53	117.96	489.13
2003	154.73	44.65	178.19	119.95	497.51
2004	152.43	44.86	171.99	117.36	486.64
2005	146.09	46.59	165.96	113.93	472.58
2006	144.19	46.11	162.12	111.98	464.40
2007	143.15	46.73	160.63	111.41	461.91
2008	142.73	46.77	158.55	110.63	458.69
2009	144.49	48.16	160.88	112.38	465.92
2010	146.10	49.60	161.33	113.52	470.56
2011	147.21	50.61	162.80	114.61	475.24
2012	142.16	44.90	142.37	100.89	430.32
2013	139.49	44.16	140.44	99.22	423.30
2014	137.67	42.76	138.60	97.70	416.72
2015	141.80	43.72	143.90	100.90	430.33
2016	141.04	43.29	142.88	100.23	427.44
2017	138.13	43.28	139.86	98.40	419.66
2018	145.91	46.66	149.77	109.09	451.43
2006 – 2018 % Change	1.2%	1.2%	-7.6%	-2.6%	-2.8%
2006 – 2018 Compound Annual Growth Rate	0.1%	0.1%	-0.7%	-0.2%	-0.2%

Transit Aids Description

A locally sponsored public transit system whose service area includes a city or village over 2,500 in population is eligible for state aid for operating expenses. There are 81 public bus and shared-ride taxi systems currently receiving state aid.

F-32: Transit Aids, State Funds (nominal dollars, millions)



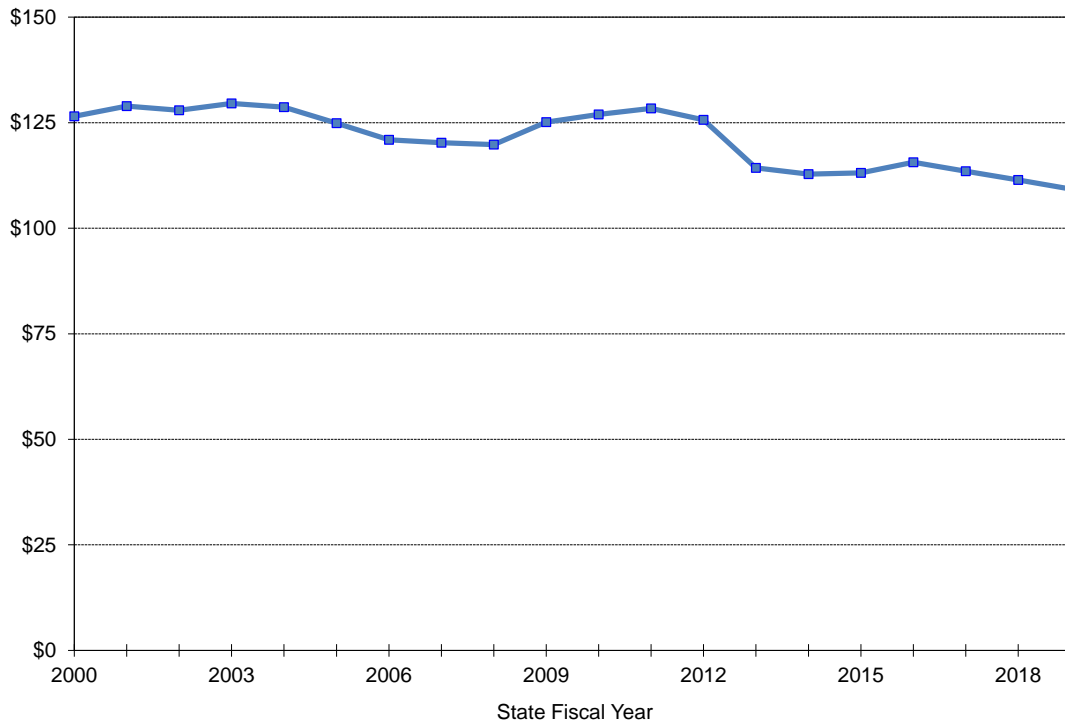
T-32: Transit Aids, State Funds (nominal dollars, millions)

State Fiscal Year	Transit Aids
2000	88.24
2001	93.01
2002	93.94
2003	97.21
2004	98.66
2005	98.66
2006	99.15
2007	101.14
2008	104.49
2009	110.67
2010	113.41
2011	116.95
2012	117.85
2013	108.98
2014	109.23
2015	110.29
2016	113.49
2017	113.49
2018	113.49
2019	113.49
2006 – 2019 % Change	14.5%
2006 – 2019 Compound Annual Growth Rate	1.0%

Note: A minor amount of state funds for employment and mobility are excluded from the figure/table.

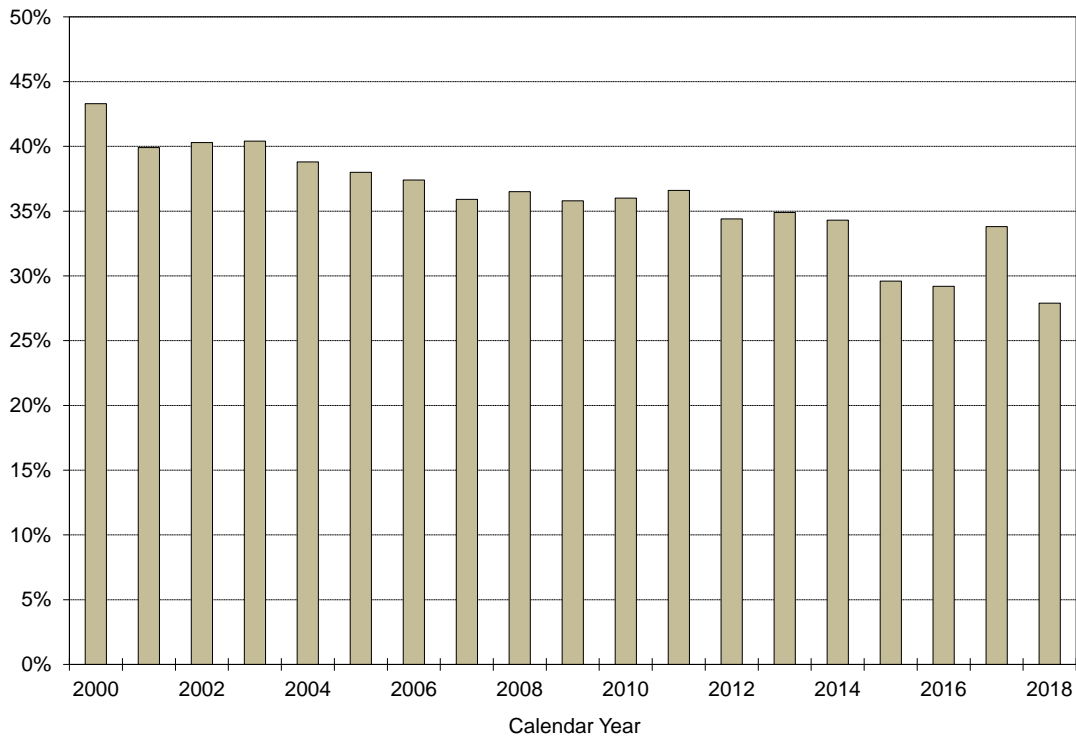
2003 Wisconsin Act 33 froze funding for CY 2004 and CY 2005 at CY 2003 levels.

F-33: Transit Aids, State Funds (constant 2017 dollars, millions)



T-33: Transit Aids, State Funds (constant 2017 dollars, millions)

State Fiscal Year	Transit Aids
2000	126.49
2001	128.93
2002	127.95
2003	129.56
2004	128.65
2005	124.90
2006	120.95
2007	120.25
2008	119.79
2009	125.12
2010	126.97
2011	128.39
2012	125.69
2013	114.30
2014	112.81
2015	113.10
2016	115.60
2017	113.49
2018	111.44
2019	109.28
2006 – 2019 % Change	-9.7%
2006 – 2019 Compound Annual Growth Rate	-0.8%

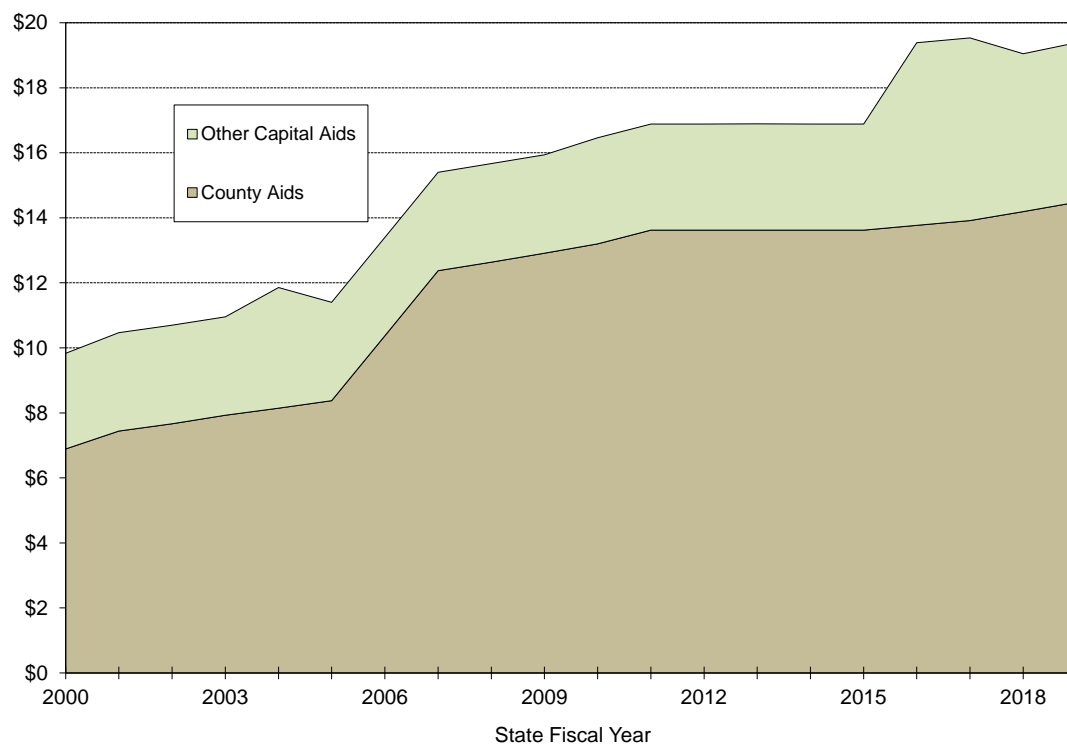
F-34: Share of Transit Costs Covered by State Operating Aid**T-34: Share of Transit Costs Covered by State Operating Aid**

Calendar Year	Average Share of Costs
2000	43.3%
2001	39.9%
2002	40.3%
2003	40.4%
2004	38.8%
2005	38.0%
2006	37.4%
2007	35.9%
2008	36.5%
2009	35.8%
2010	36.0%
2011	36.6%
2012	34.4%
2013	34.9%
2014	34.3%
2015	29.6%
2016	29.2%
2017	33.8%
2018	27.9%

Elderly and Disabled Transportation Assistance Description

These programs support continued mobility for the elderly and people with disabilities. Aid is provided to counties through a capital grant program that assists nonprofit organizations and local governments with vehicle purchases.

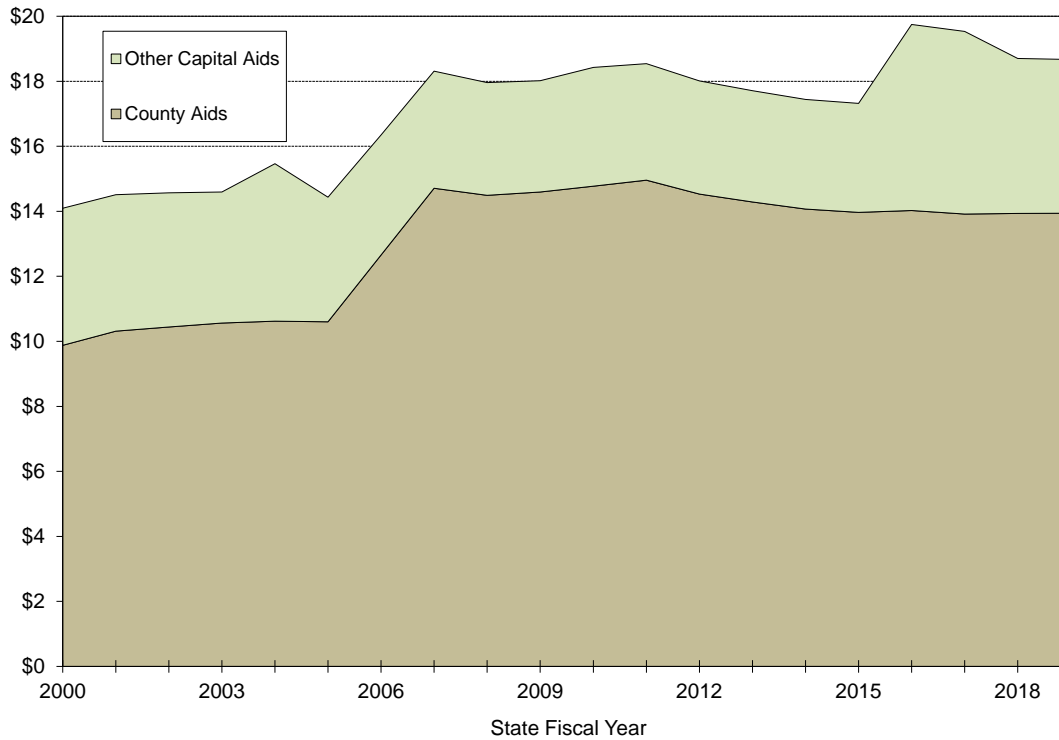
F-35: Elderly and Disabled Aids (nominal dollars, millions)



T-35: Elderly and Disabled Aids (nominal dollars, millions)

State Fiscal Year	County Aids	Other Capital Aids	TOTAL
2000	6.89	2.94	9.83
2001	7.44	3.03	10.47
2002	7.67	3.03	10.69
2003	7.93	3.03	10.95
2004	8.15	3.71	11.86
2005	8.37	3.03	11.40
2006	10.37	3.03	13.40
2007	12.37	3.03	15.40
2008	12.64	3.03	15.67
2009	12.91	3.03	15.94
2010	13.20	3.26	16.46
2011	13.62	3.26	16.89
2012	13.62	3.26	16.89
2013	13.62	3.26	16.89
2014	13.62	3.26	16.89
2015	13.62	3.26	16.89
2016	13.77	5.62	19.39
2017	13.92	5.62	19.53
2018	14.19	4.85	19.04
2019	14.48	4.91	19.39
2006 – 2019 % Change	39.6%	62.2%	44.7%
2006 – 2019 Compound Annual Growth Rate	2.6%	3.8%	2.9%

Note: 2009 Wisconsin Act 28 created the Tribal Elderly Transportation Grant Program with funding provided from tribal gaming revenues.

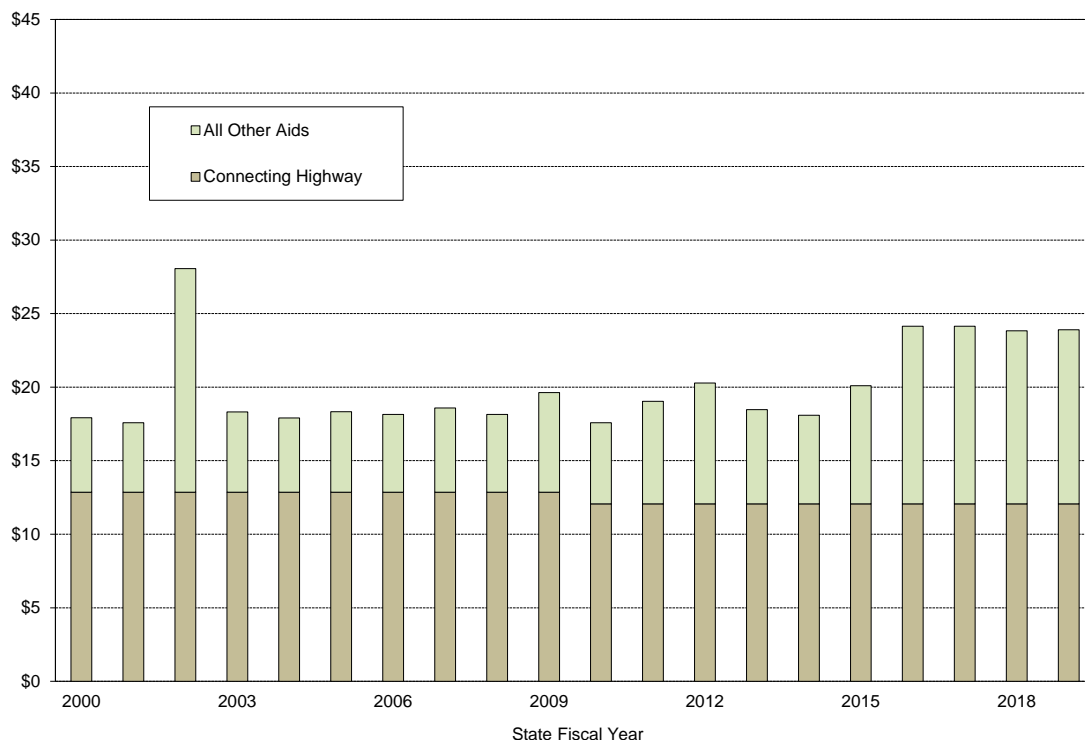
F-36: Elderly and Disabled Aids (constant 2017 dollars, millions)**T-36: Elderly and Disabled Aids (constant 2017 dollars, millions)**

State Fiscal Year	County Aids	Other Capital Aids	TOTAL
2000	9.88	4.22	14.09
2001	10.32	4.20	14.51
2002	10.44	4.12	14.57
2003	10.56	4.03	14.60
2004	10.62	4.84	15.46
2005	10.60	3.83	14.43
2006	12.65	3.69	16.35
2007	14.71	3.60	18.31
2008	14.49	3.47	17.96
2009	14.60	3.42	18.02
2010	14.77	3.65	18.43
2011	14.96	3.58	18.54
2012	14.53	3.48	18.01
2013	14.29	3.42	17.71
2014	14.07	3.37	17.44
2015	13.97	3.35	17.32
2016	14.02	5.72	19.75
2017	13.92	5.62	19.53
2018	13.94	4.76	18.70
2019	13.94	4.73	18.67
2006 – 2019 % Change	10.2%	28.0%	14.2%
2006 – 2019 Compound Annual Growth Rate	0.7%	1.9%	1.0%

Special Aids Description

This group of programs covers a variety of needs. The Connecting Aids program compensates local governments for maintaining streets and highways that provide connectivity to the state trunk highway system. Special Aids also include funds for locally-owned Lift Bridges and Expressway Policing (Milwaukee County). Federal Safety Aids, aids for County Forest Roads and Disaster Damage are included as "Other Aids" in figures/tables 37 and 38, as are one-time payments for various purposes.

F-37: Special Aids (nominal dollars, millions)



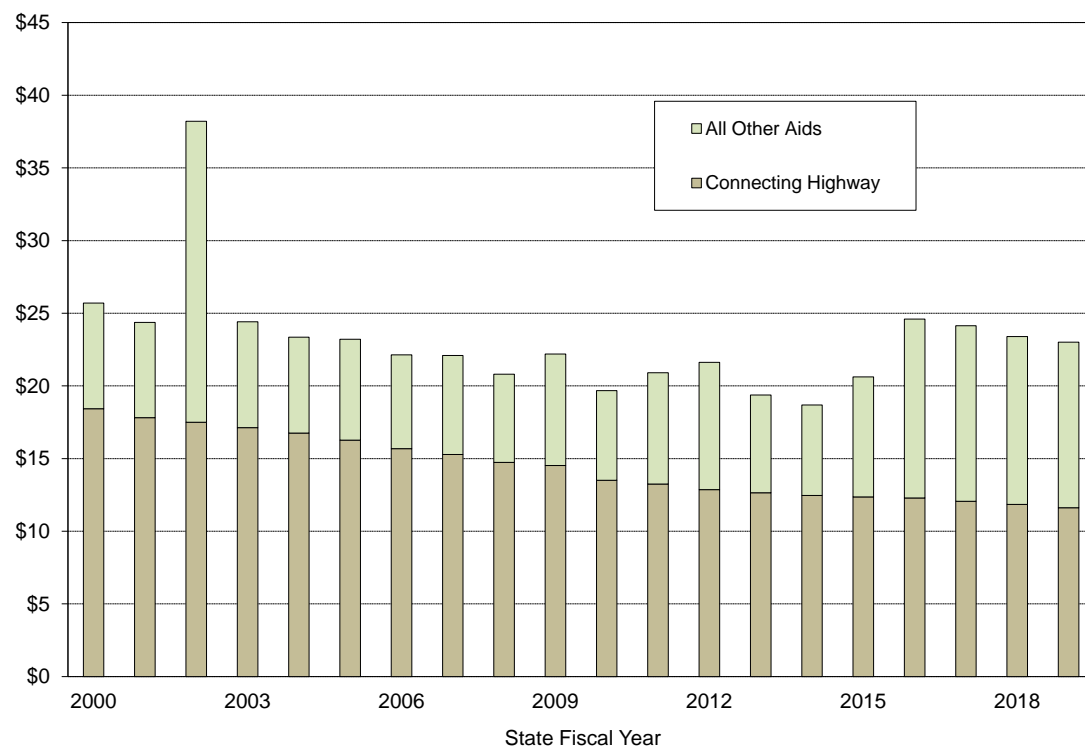
T-37: Special Aids (nominal dollars, millions)

State Fiscal Year	Connecting Highway	All Other Aids				TOTAL
		Lift Bridge	Expressway Policing	Other Aids	Federal Safety	
2000	12.85	1.76	1.01	0.60	1.70	17.93
2001	12.85	1.56	1.04	0.43	1.70	17.58
2002	12.85	1.50	1.04	10.96	1.70	28.05
2003	12.85	1.52	1.04	1.21	1.70	18.32
2004	12.85	1.52	1.04	0.80	1.70	17.91
2005	12.85	1.52	1.04	1.22	1.70	18.33
2006	12.85	1.74	1.09	0.76	1.70	18.14
2007	12.85	1.92	1.09	1.02	1.70	18.58
2008	12.85	1.95	1.09	0.56	1.70	18.15
2009	12.85	2.29	1.09	1.70	1.70	19.64
2010	12.06	2.15	1.02	0.64	1.70	17.58
2011	12.06	2.66	1.02	1.60	1.70	19.04
2012	12.06	2.66	1.02	2.83	1.70	20.28
2013	12.06	2.66	1.02	1.03	1.70	18.47
2014	12.06	2.66	1.02	0.65	1.70	18.09
2015	12.06	2.66	1.02	2.66	1.70	20.10
2016	12.06	2.66	1.02	1.28	7.12	24.15
2017	12.06	2.66	1.02	1.28	7.12	24.15
2018	12.06	2.66	1.02	1.35	6.73	23.83
2019	12.06	2.66	1.02	1.28	6.87	23.90
2006 – 2019 % Change	-6.1%	52.8%	-6.2%	68.9%	304.1%	31.7%
2006 – 2019 Compound Annual Growth Rate	-0.5%	3.3%	-0.5%	4.1%	11.3%	2.1%

Note: 2001 Wisconsin Act 16 authorized a one-time payment of \$9 million (included as part of "Other Aids") to the Green Bay-Brown County Professional Football Stadium District.

2009 Wisconsin Act 28 eliminated state funding for Soo Locks Improvement and the project was designated for completion with 100% federal funding.

2013 Wisconsin Act 20 changed the Flood Damage Aids program to a Disaster Damage Aids program. The change expanded the program to repair local roads damaged by any natural disaster, catastrophic failure, or response to a natural disaster.

F-38: Special Aids (constant 2017 dollars, millions)

T-38: Special Aids (constant 2017 dollars, millions)

State Fiscal Year	All Other Aids					TOTAL
	Connecting Highway	Lift Bridge	Expressway Policing	Other Aids	Federal Safety	
2000	18.42	2.53	1.44	0.87	2.44	25.70
2001	17.82	2.16	1.44	0.59	2.36	24.37
2002	17.51	2.05	1.42	14.93	2.32	38.21
2003	17.13	2.02	1.39	1.62	2.27	24.42
2004	16.76	1.98	1.36	1.04	2.22	23.35
2005	16.27	1.92	1.32	1.55	2.15	23.20
2006	15.68	2.12	1.33	0.93	2.07	22.13
2007	15.28	2.28	1.30	1.21	2.02	22.09
2008	14.73	2.23	1.25	0.64	1.95	20.81
2009	14.53	2.59	1.23	1.92	1.92	22.20
2010	13.51	2.41	1.15	0.71	1.90	19.68
2011	13.24	2.92	1.12	1.75	1.87	20.90
2012	12.86	2.84	1.09	3.02	1.81	21.63
2013	12.65	2.79	1.07	1.08	1.78	19.37
2014	12.46	2.75	1.06	0.67	1.76	18.69
2015	12.37	2.73	1.05	2.73	1.74	20.61
2016	12.29	2.71	1.04	1.31	7.25	24.60
2017	12.06	2.66	1.02	1.28	7.12	24.15
2018	11.85	2.61	1.00	1.32	6.61	23.40
2019	11.62	2.56	0.99	1.24	6.61	23.01
2006 – 2019 % Change	-25.9%	20.6%	-26.0%	33.3%	219.0%	4.0%
2006 – 2019 Compound Annual Growth Rate	-2.3%	1.5%	-2.3%	2.2%	9.3%	0.3%

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SECTION 7

Other Transportation Appropriations

This section provides data on other appropriations included in the transportation budget:

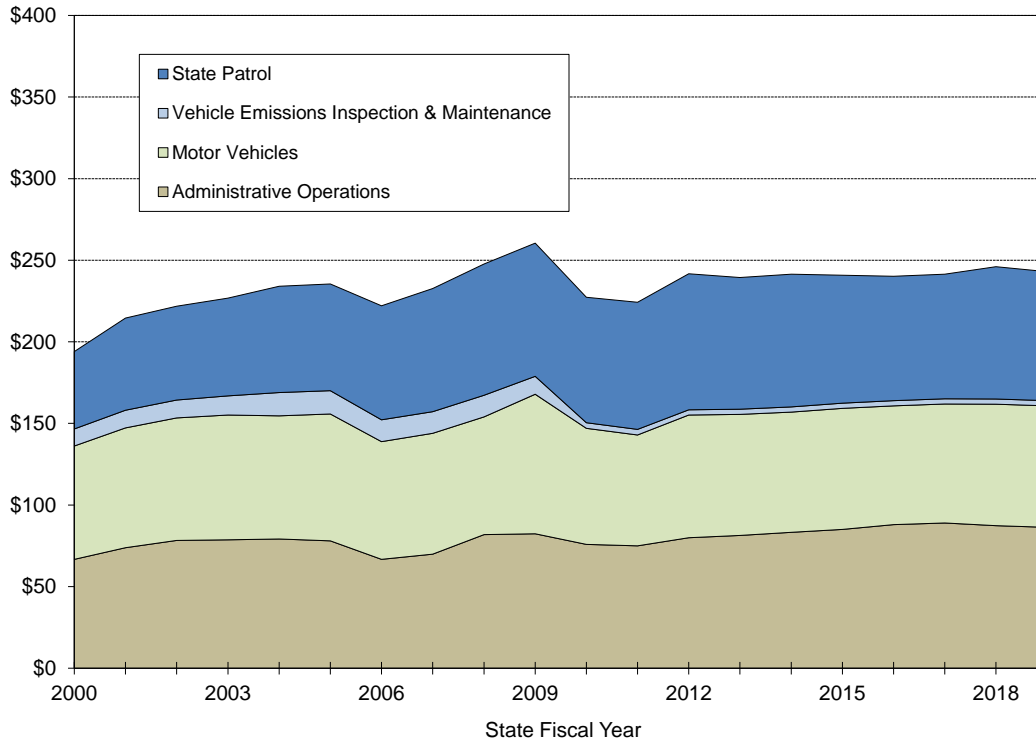
- *Department operations;*
 - *Debt service; and*
 - *Appropriations to other agencies.*
-

Department Operations Description

The Department of Transportation operations include the costs for operating the divisions of Motor Vehicles and State Patrol, as well as the administrative operations of the Executive Offices, the Division of Transportation Investment Management, and the Division of Business Management.

The Vehicle Emissions Inspection Maintenance Program is provided in required counties to improve air quality through identification and repair of automobiles and trucks emitting excess regulated pollutants.

Excluded from this category are costs for highway administration and planning, which are considered part of project delivery and included in Section 4, figure/tables 16A and 16B.

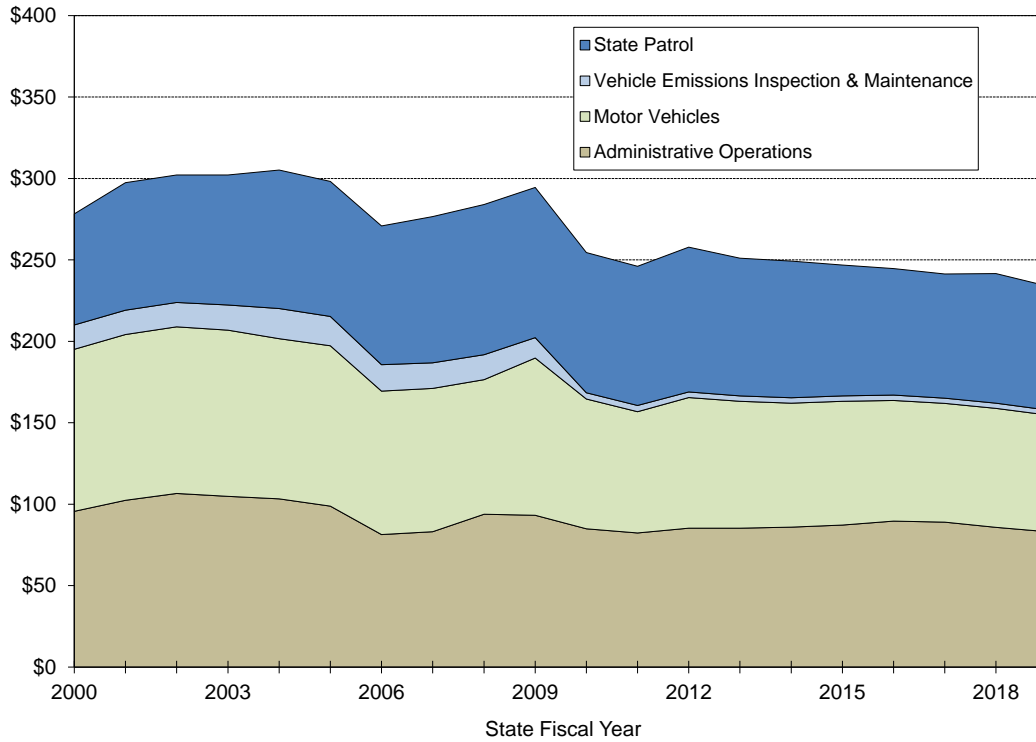
F-39: Department Operations (nominal dollars, millions)

T-39: Department Operations (nominal dollars, millions)

State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	69.44	66.72	47.52	10.41	194.09
2001	73.45	73.86	56.55	10.74	214.59
2002	75.14	78.25	57.44	11.00	221.83
2003	76.59	78.63	59.87	11.64	226.72
2004	75.44	79.23	65.16	14.20	234.04
2005	77.74	78.08	65.49	14.20	235.52
2006	72.17	66.72	69.87	13.27	222.04
2007	73.98	69.93	75.47	13.27	232.65
2008	72.11	81.85	80.41	13.32	247.69
2009	85.43	82.41	81.61	11.03	260.48
2010	71.19	75.82	76.85	3.47	227.32
2011	67.83	75.04	77.87	3.47	224.21
2012	75.19	80.01	83.37	3.19	241.76
2013	74.22	81.38	80.62	3.19	239.40
2014	73.66	83.26	81.28	3.19	241.39
2015	74.16	85.04	78.39	3.19	240.77
2016	72.75	88.01	76.24	3.19	240.19
2017	72.99	88.98	76.24	3.19	241.39
2018	74.45	87.38	81.04	3.19	246.07
2019	74.46	86.29	79.05	3.19	242.99
2006 – 2019 % Change	3.2%	29.3%	13.1%	-75.9%	9.4%
2006 – 2019 Compound Annual Growth Rate	0.2%	2.0%	1.0%	-10.4%	0.7%

Note: Beginning in FY 06, state and federal funding for transportation safety functions is reported as part of the Division of State Patrol. Previously, funding was reported as part of Administrative Operations.

The Division of Motor Vehicles amount in FY 09 includes funds for implementation of the federal REAL ID Act of 2005 and implementation costs of a new Inspection and Maintenance contract.

F-40: Department Operations (constant 2017 dollars, millions)



T-40: Department Operations (constant 2017 dollars, millions)

State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	99.54	95.65	68.12	14.92	278.23
2001	101.82	102.38	78.39	14.88	297.47
2002	102.35	106.58	78.24	14.98	302.15
2003	102.07	104.79	79.79	15.51	302.16
2004	98.38	103.31	84.97	18.52	305.18
2005	98.42	98.85	82.90	17.98	298.15
2006	88.04	81.39	85.24	16.19	270.85
2007	87.96	83.15	89.73	15.78	276.61
2008	82.66	93.84	92.18	15.28	283.96
2009	96.59	93.17	92.27	12.46	294.49
2010	79.70	84.89	86.03	3.88	254.50
2011	74.46	82.38	85.48	3.81	246.14
2012	80.19	85.32	88.91	3.41	257.83
2013	77.84	85.35	84.55	3.35	251.09
2014	76.07	85.99	83.94	3.30	249.30
2015	76.04	87.20	80.38	3.27	246.89
2016	74.10	89.64	77.65	3.25	244.65
2017	72.99	88.98	76.24	3.19	241.39
2018	73.11	85.80	79.58	3.14	241.63
2019	71.70	83.09	76.12	3.07	233.99
2006 – 2019 % Change	-18.6%	2.1%	-10.7%	-81.0%	-13.6%
2006 – 2019 Compound Annual Growth Rate	-1.6%	0.2%	-0.9%	-12.0%	-1.1%

Debt Service Description

Two types of bonds are used to fund transportation projects: General Obligation (GO) bonds and Transportation Revenue bonds (TRB).

TRBs debt service is guaranteed by a specific funding source. 2003 Wisconsin Act 33 expanded the state revenue sources pledged to repay TRBs. Previously, automobile and truck registration fees were the only pledged sources; 2003 Wisconsin Act 33 provided that all vehicle-related registration and titling fees are pledged for debt service.

The use of TRBs for major highway development began in 1984.

GO Bonds

GO bonds are debt instruments with repayment guaranteed by the full faith and credit of the state. Debt service payments on GO bonds can be made from either the Transportation Fund or the state's General Fund. For example, 2003 Wisconsin Act 33 authorized \$1,000,000,000 in Transportation Fund-supported bonds for State Highway Rehabilitation projects and Southeast Freeway Rehabilitation projects, primarily the Marquette Interchange project. 2003 Wisconsin Act 64 reduced the authorization level to \$565,480,400 with the debt service on the bonds to be repaid from the General Fund beginning July 1, 2005. Other recent GO bond authorizations include:

- 2005 Wisconsin Act 25 authorized \$250 million in General Fund supported GO bonds for State Highway Rehabilitation projects as well as \$213 million in Transportation-Fund supported GO bonds for the Marquette Interchange project.
- 2007 Wisconsin Act 20 provided \$90.2 million in Transportation Fund supported GO bond authority for work on the reconstruction of the I-94 North-South Freeway in Southeast Wisconsin.
- 2007 Wisconsin Act 226 provided \$50 million in General Fund supported GO bond authority for the State Highway Rehabilitation Program.
- 2009 Wisconsin Act 28 authorized \$250.25 million in Transportation Fund supported GO bond authority for work on the reconstruction of the I-94 North-South freeway in Southeastern Wisconsin.
- 2009 Wisconsin Act 28 provided \$204.71 million in General Fund supported bond authority for the State Highway Rehabilitation Program, as well as \$60 million in Transportation Fund supported GO bond authority.
- 2009 Wisconsin Act 28 provided \$50 million in Transportation Fund supported GO bond authority for the Major Highway Program.
- 2009 Wisconsin Act 28 provided \$225 million in Transportation Fund supported GO bond authority for the Major Interstate Bridge Construction Program.
- 2011 Wisconsin Act 32 provided \$50 million in Transportation Fund supported GO bond authority for the Major Highway program and \$81 million in Transportation Fund supported GO bond authority for certain State Highway Rehabilitation projects.
- 2011 Wisconsin Act 32 provided \$115.4 million in General Fund supported GO bond authority for State Highway Rehabilitation projects.

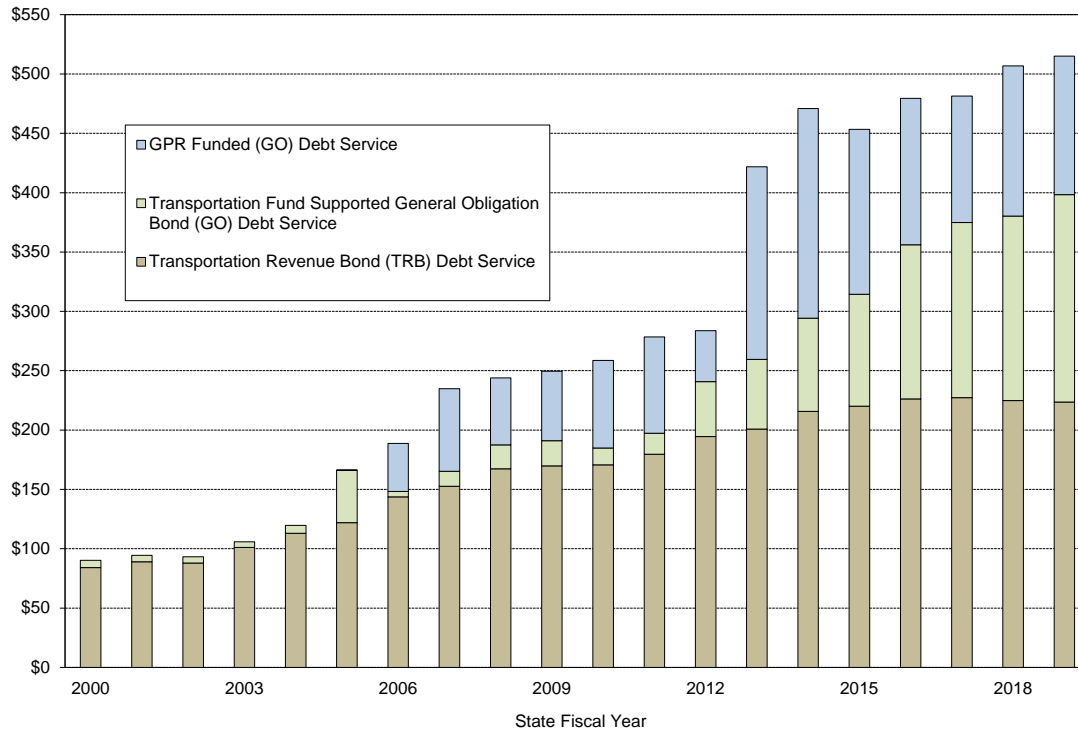
- 2011 Wisconsin Act 32 provided \$151.2 million in Transportation Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2013 Wisconsin Act 20 provided \$200 million in General Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2013 Wisconsin Act 20 provided \$107 million in Transportation Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2015 Wisconsin Act 55 provided \$300 million in Transportation Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2015 Wisconsin Act 55 provided \$200 million in GO bond authority for Major Highway Development projects and \$150 million in GO bond authority of State Highway Rehabilitation projects. The first \$175 of GO bond authority is supported by the General Fund, the remaining GO authority is supported by the Transportation Fund.
- 2015 Wisconsin Act 55 provided \$36.8 million in Transportation Fund supported GO bond authority for High-Cost State Highway Bridge Projects.
- 2017 Wisconsin Act 59 provided \$252.4 million in General Fund supported GO bond authority for Southeast Wisconsin Freeway Megaprojects.

Rail and harbor improvement projects are financed with GO bonds repaid with revenues from the Transportation Fund. Recently, bond authorizations for these activities include:

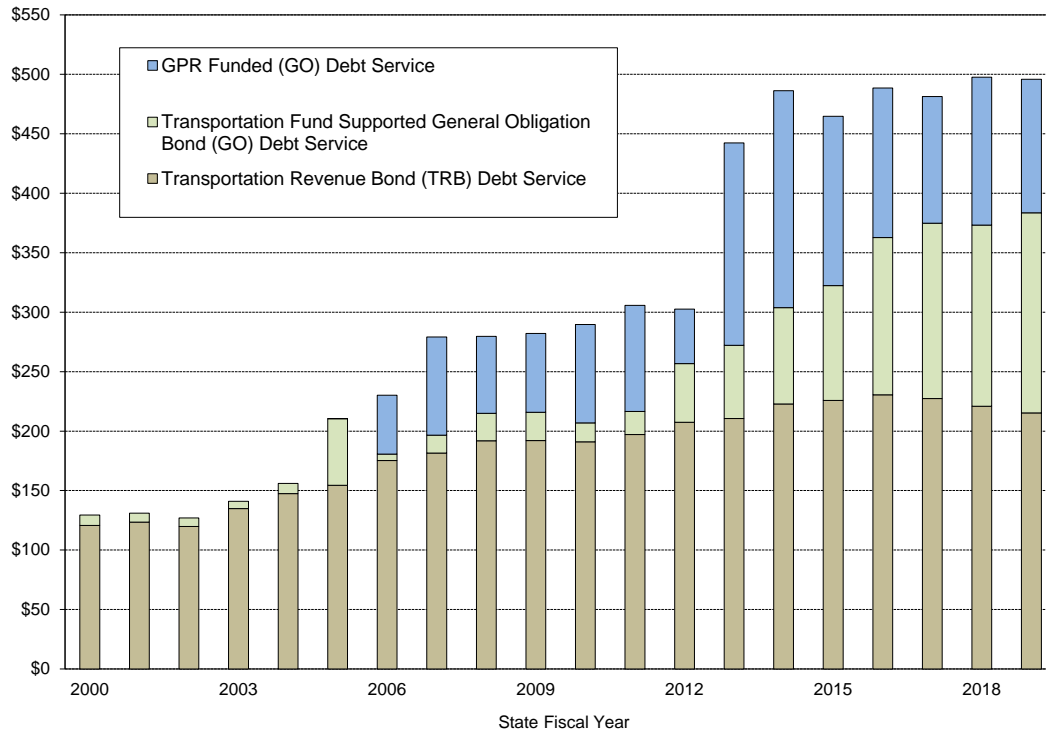
- 2007 Wisconsin Act 20 provided \$12.7 million in GO bond authority for harbor assistance.
- 2011 Wisconsin Act 32 provided \$30 million in GO bond authority for freight railroad preservation and \$10.7 million in GO bond authority for the harbor assistance.
- 2013 Wisconsin Act 20 provided \$15.9 million in GO bond authority for harbor assistance and \$52 million in GO bond authority for freight railroad preservation.
- 2015 Wisconsin Act 55 provided \$13.2 million in GO bond authority for harbor assistance and \$29.8 million in GO bond authority for freight railroad preservation.
- 2017 Wisconsin Act 59 provided \$14.1 million in GO bond authority for harbor assistance and \$12.0 million in GO bond authority for freight railroad preservation.

Passenger rail and transit projects are financed with GO bonds repaid with revenues from the General Fund or the Transportation Fund. Recently, bond authorizations for these activities include:

- 2007 Wisconsin Act 20 provided \$32 million in General Fund supported GO bond authority for passenger rail route development.
- 2009 Wisconsin Act 28 provided \$40 million in General Fund supported GO bond authority for passenger rail route development.
- 2009 Wisconsin Act 28 provided \$100 million in GO bond authority for southeastern Wisconsin transit assistance. (Provision repealed by 2011 Wisconsin Act 32.)
- Joint Finance Committee on July 19, 2011 approved \$29.4 million in General Fund supported GO bond authority for passenger rail costs.

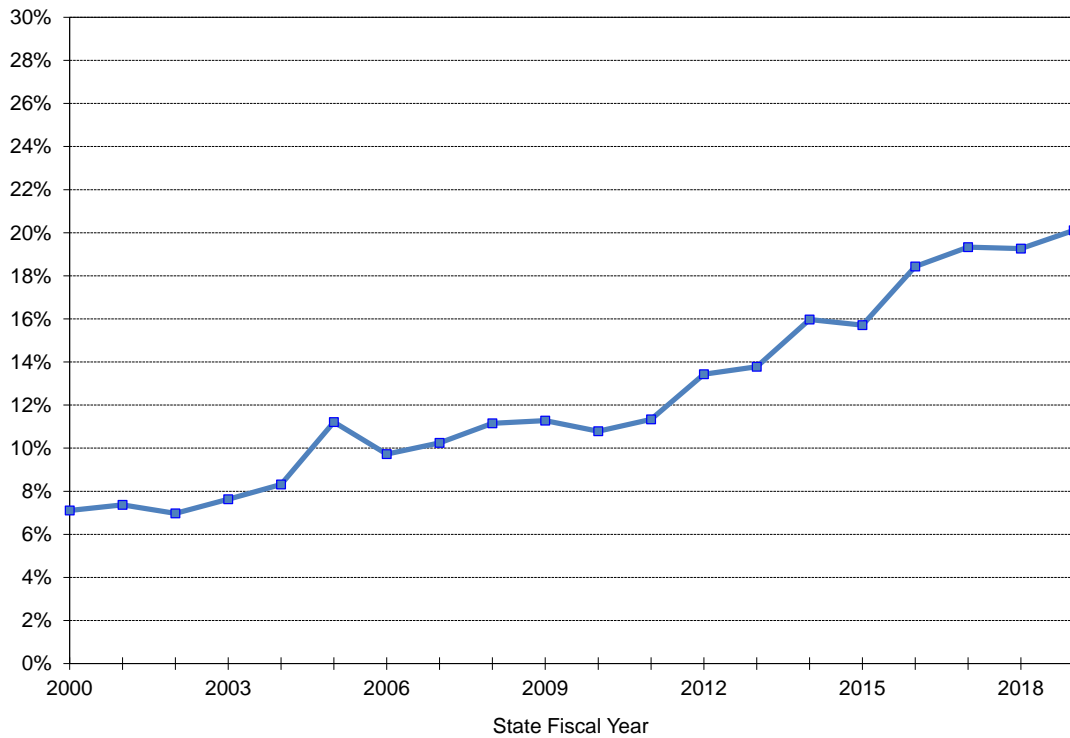
F-41: Bonding Debt Service (nominal dollars, millions)**T-41: Bonding Debt Service (nominal dollars, millions)**

State Fiscal Year	Transportation Revenue Bond (TRB) Debt Service	Transportation Fund Supported General Obligation Bond (GO) Debt Service	Total TRB/GO Debt Service	GPR Funded (GO) Debt Service	TOTAL Debt Service
2000	84.17	6.15	90.32	-	90.32
2001	89.08	5.43	94.50	-	94.50
2002	87.95	5.32	93.27	-	93.27
2003	101.13	4.68	105.81	-	105.81
2004	113.09	6.61	119.70	-	119.70
2005	122.04	44.13	166.17	0.09	166.26
2006	143.68	4.49	148.17	40.58	188.75
2007	152.68	12.62	165.30	69.45	234.76
2008	167.40	20.09	187.50	56.40	243.89
2009	169.86	21.11	190.97	58.51	249.48
2010	170.63	14.19	184.83	73.89	258.72
2011	179.55	17.70	197.25	81.19	278.44
2012	194.48	46.26	240.74	43.07	283.81
2013	200.84	58.61	259.46	162.30	421.75
2014	215.76	78.43	294.19	176.68	470.87
2015	220.16	94.21	314.37	138.91	453.28
2016	226.31	129.85	356.17	123.39	479.56
2017	227.32	147.53	374.84	106.56	481.41
2018	224.92	155.29	380.21	126.58	506.79
2019	223.69	174.68	398.37	116.62	514.99
2006 – 2019 % Change	55.7%	3792.3%	168.9%	187.4%	172.8%
2006 – 2019 Compound Annual Growth Rate	3.5%	32.5%	7.9%	8.5%	8.0%

F-42: Bonding Debt Service (constant 2017 dollars, millions)**T-42: Bonding Debt Service (constant 2017 dollars, millions)**

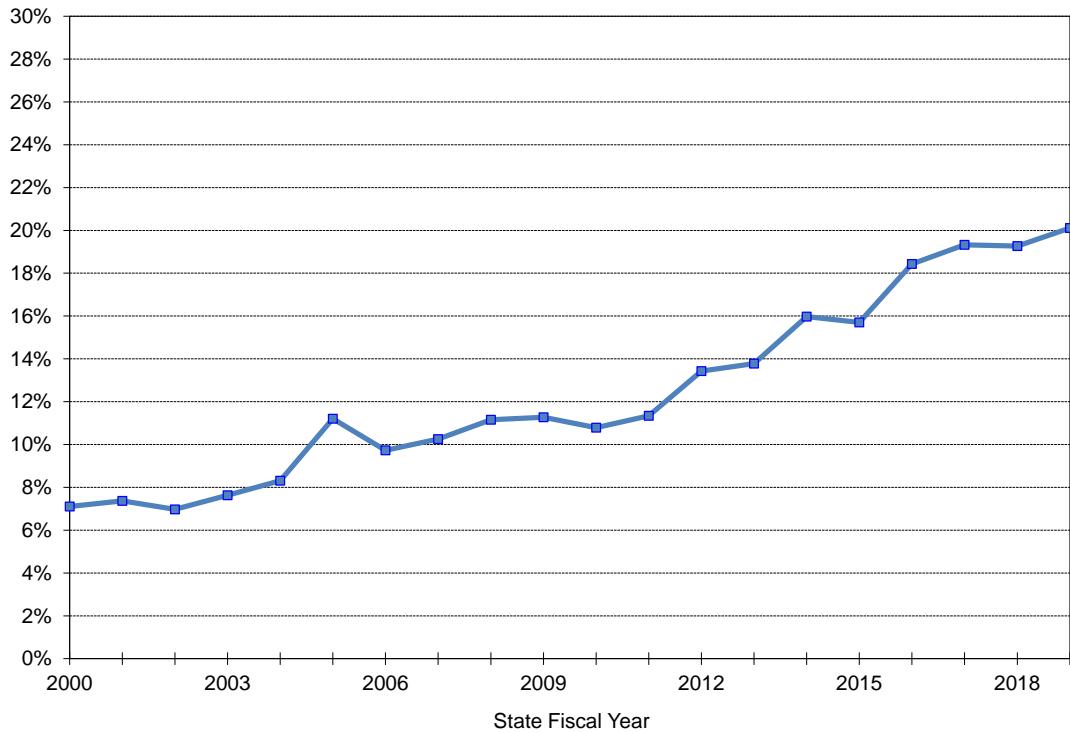
State Fiscal Year	Transportation Revenue Bond (TRB) Debt Service	Transportation Fund Supported General Obligation Bond (GO) Debt Service	Total TRB/GO Debt Service	GPR Funded (GO) Debt Service	TOTAL Debt Service
2000	120.66	8.82	129.48	-	129.48
2001	123.48	7.52	131.00	-	131.00
2002	119.79	7.24	127.04	-	127.04
2003	134.78	6.24	141.02	-	141.02
2004	147.46	8.62	156.08	-	156.08
2005	154.50	55.86	210.36	0.12	210.48
2006	175.27	5.47	180.74	49.50	230.25
2007	181.53	15.01	196.54	82.58	279.12
2008	191.92	23.03	214.95	64.65	279.60
2009	192.05	23.87	215.91	66.15	282.06
2010	191.04	15.89	206.93	82.72	289.65
2011	197.11	19.43	216.54	89.13	305.67
2012	207.41	49.34	256.75	45.93	302.67
2013	210.65	61.47	272.12	170.22	442.34
2014	222.83	81.00	303.83	182.47	486.30
2015	225.76	96.60	322.36	142.44	464.80
2016	230.52	132.26	362.78	125.69	488.47
2017	227.32	147.53	374.84	106.56	481.41
2018	220.86	152.48	373.34	124.30	497.64
2019	215.40	168.20	383.60	112.30	495.91
2006 – 2019 % Change	22.9%	2972.5%	112.2%	126.9%	115.4%
2006 – 2019 Compound Annual Growth Rate	1.6%	30.1%	6.0%	6.5%	6.1%

F-42A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)

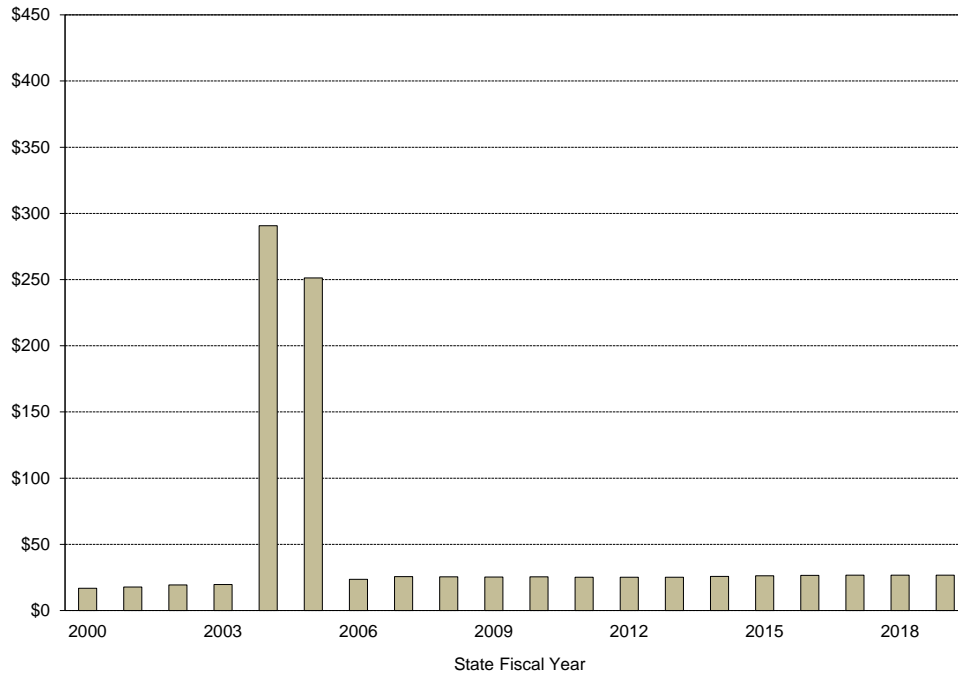


T-42A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)

State Fiscal Year	State Revenue	Bond Debt Service Supported by the Transportation Fund	% of State Revenues
2000	1,271.08	90.32	7.1%
2001	1,283.38	94.50	7.4%
2002	1,337.66	93.27	7.0%
2003	1,386.59	105.81	7.6%
2004	1,440.41	119.70	8.3%
2005	1,482.90	166.17	11.2%
2006	1,523.31	148.17	9.7%
2007	1,612.85	165.30	10.2%
2008	1,681.30	187.50	11.2%
2009	1,693.61	190.97	11.3%
2010	1,714.10	184.83	10.8%
2011	1,739.92	197.25	11.3%
2012	1,792.16	240.74	13.4%
2013	1,883.66	259.46	13.8%
2014	1,842.02	294.19	16.0%
2015	2,001.63	314.37	15.7%
2016	1,932.64	356.17	18.4%
2017	1,939.54	374.84	19.3%
2018	1,973.29	380.21	19.3%
2019	1,981.08	398.37	20.1%
2006 – 2019 % Change	30.1%	168.9%	
2006 – 2019 Compound Annual Growth Rate	2.0%	7.9%	

F-42B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2017 dollars, millions)**T-42B:** Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2017 dollars, millions)

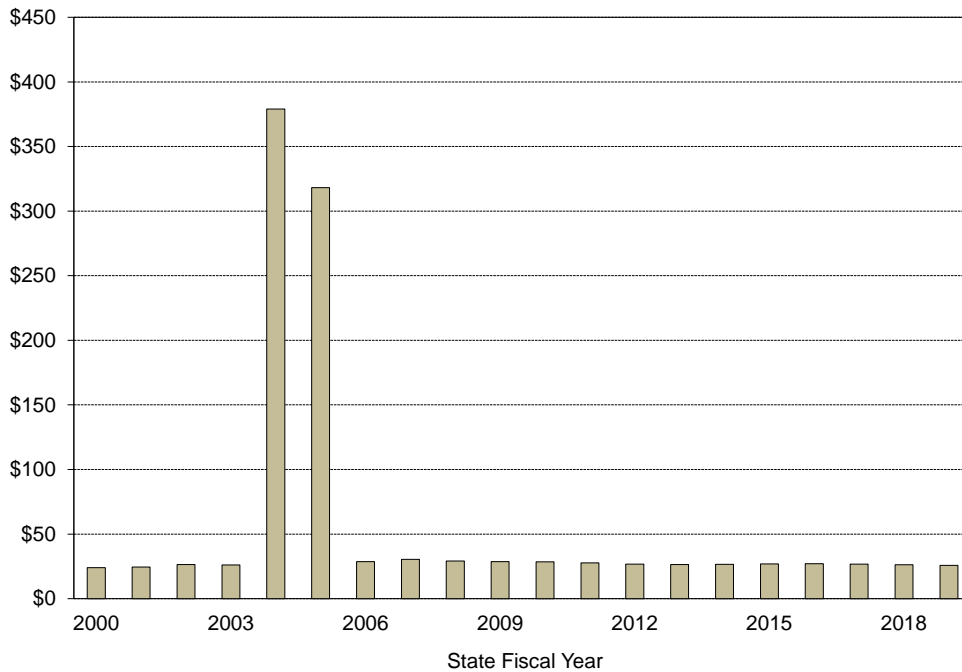
State Fiscal Year	State Revenue	Bond Debt Service Supported by the Transportation Fund	% of State Revenues
2000	1,822.10	129.48	7.1%
2001	1,779.04	131.00	7.4%
2002	1,822.02	127.04	7.0%
2003	1,847.96	141.02	7.6%
2004	1,878.26	156.08	8.3%
2005	1,877.26	210.36	11.2%
2006	1,858.22	180.74	9.7%
2007	1,917.62	196.54	10.2%
2008	1,927.49	214.95	11.2%
2009	1,914.79	215.91	11.3%
2010	1,919.07	206.93	10.8%
2011	1,910.08	216.54	11.3%
2012	1,911.30	256.75	13.4%
2013	1,975.62	272.12	13.8%
2014	1,902.38	303.83	16.0%
2015	2,052.51	322.36	15.7%
2016	1,968.55	362.78	18.4%
2017	1,939.54	374.84	19.3%
2018	1,937.66	373.34	19.3%
2019	1,907.65	383.60	20.1%
2006 – 2019 % Change	2.7%	112.2%	
2006 – 2019 Compound Annual Growth Rate	0.2%	6.0%	

F-43: Other Agencies (nominal dollars, millions)**T-43: Other Agencies (nominal dollars, millions)**

State Fiscal Year	Other Agencies
2000	16.78
2001	17.72
2002	19.34
2003	19.61
2004	290.64
2005	251.31
2006	23.54
2007	25.64
2008	25.42
2009	25.37
2010	25.42
2011	25.17
2012	25.11
2013	25.14
2014	25.77
2015	26.30
2016	26.56
2017	26.71
2018	26.75
2019	26.80
2006 – 2019 % Change	13.8%
2006 – 2019 Compound Annual Growth Rate	1.0%

Note: 2003 Wisconsin Act 33 created two new “other agency” appropriations in the Transportation Fund. In FY 04, the Department of Public Instruction (DPI) charged \$40 million and, in FY 05, \$60 million to the school general equalization aids appropriation. In FY 04, \$230 million was charged to the shared revenue and municipal aid appropriation and, in FY 05, \$170 million. To help offset the impact of these appropriations from the Transportation Fund, Act 33 and 2003 Wisconsin Act 64 authorized \$484 million in General Obligation bonding for State Highway Rehabilitation projects.

2017 Wisconsin Act 59 continued funding for payment of canceled drafts and the following external agency programs: Motorboat formula (DNR); Snowmobile formula (DNR); All-terrain vehicle formula (DNR); Utility-terrain vehicle formula (DNR); Motor fuel tax administration (DOR); Terminal tax distribution (misc.); Railroad and air carrier tax administration (DOR); Rental vehicle fee administration (DOR); and Marketing (Tourism).

F-44: Other Agencies (constant 2017 dollars, millions)**T-44:** Other Agencies (constant 2017 dollars, millions)

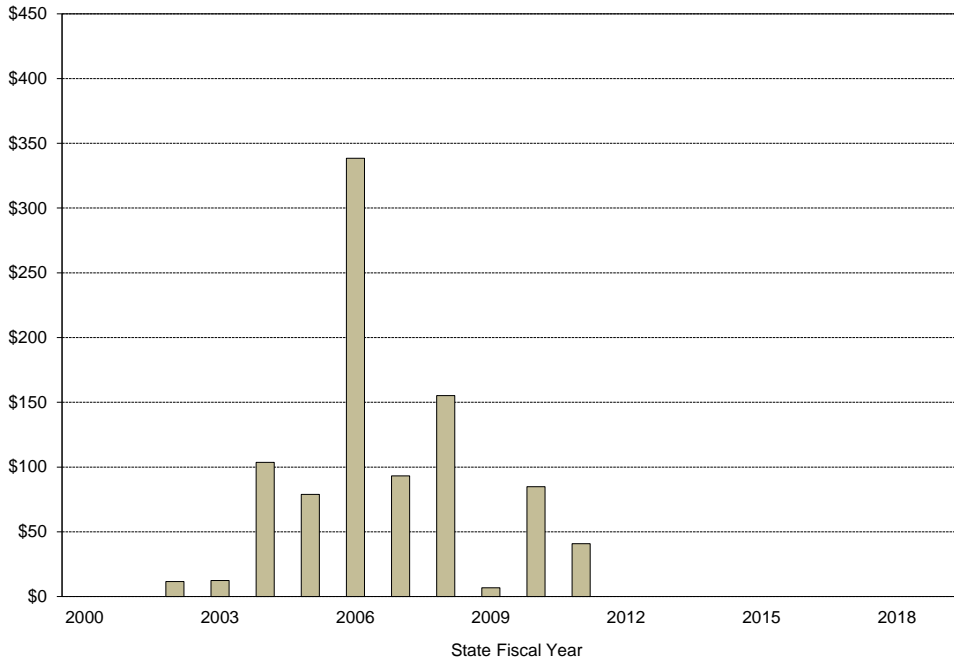
State Fiscal Year	Other Agencies
2000	24.05
2001	24.56
2002	26.35
2003	26.13
2004	378.98
2005	318.15
2006	28.72
2007	30.48
2008	29.14
2009	28.69
2010	28.46
2011	27.64
2012	26.78
2013	26.37
2014	26.62
2015	26.97
2016	27.05
2017	26.71
2018	26.26
2019	25.80
2006 – 2019 % Change	-12.1%
2006 – 2019 Compound Annual Growth Rate	-0.8%

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APPENDIX A

Transfers from the Transportation Fund

F-A1: Transfers from the Transportation Fund (nominal dollars, millions)



T-A1: Transfers from the Transportation Fund (nominal dollars, millions)

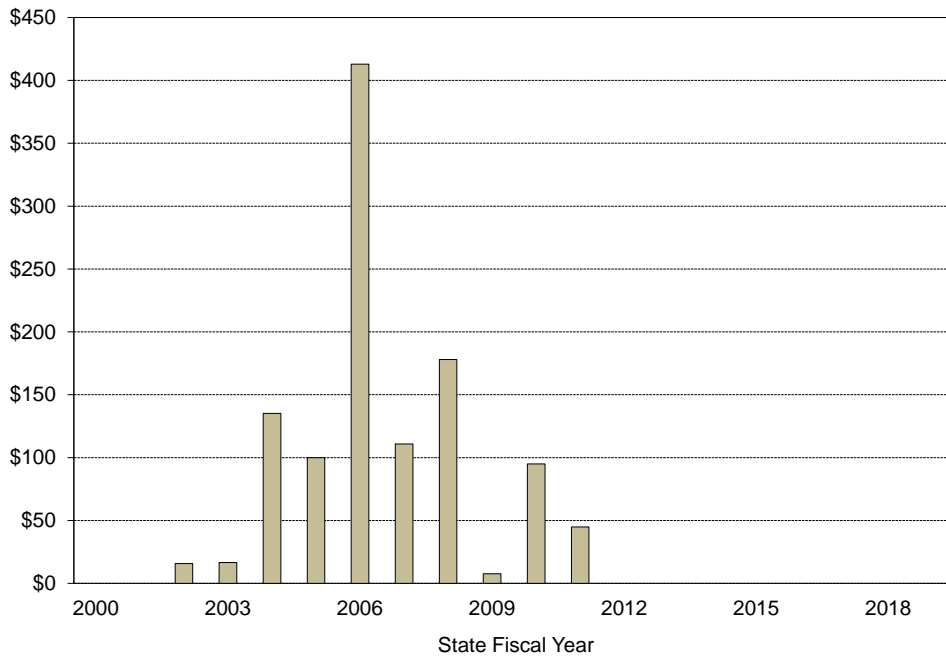
State Fiscal Year	Transfers From the Transportation Fund
2000	-
2001	-
2002	11.55
2003	12.38
2004	103.68
2005	78.90
2006	338.45
2007	93.22
2008	155.21
2009	6.80
2010	84.77
2011	40.83
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-

Note: To help offset the impact of these transfers from the Transportation Fund, 2005 Wisconsin Act 25 and 2007 Wisconsin Act 226 authorized \$250 million and \$50 million in general fund supported bonding for State Highway Rehabilitation projects.

In addition, 2009 Wisconsin Act 28 authorized \$204.7 million, 2011 Wisconsin Act 32 authorized \$115.4 million, 2013 Wisconsin Act 20 authorized \$200 million, 2015 Wisconsin Act 55 authorized \$175 million, and 2017 Wisconsin Act 59 authorized \$252.4 million in general fund supported bonding authority for highway projects.

Continuing and one-time transfers from the general fund to the Transportation Fund totaled \$160.1 million under Act 32, \$26.1 million under Act 20, \$79.9 million under Act 55, and \$85 million under 2017 Wisconsin Act 59.

F-A2: Transfers from the Transportation Fund (constant 2017 dollars, millions)



T-A2: Transfers from the Transportation Fund (constant 2017 dollars, millions)

State Fiscal Year	Transfers From the Transportation Fund
2000	-
2001	-
2002	15.34
2003	16.09
2004	131.86
2005	97.41
2006	402.65
2007	108.10
2008	173.53
2009	7.50
2010	92.56
2011	43.71
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-

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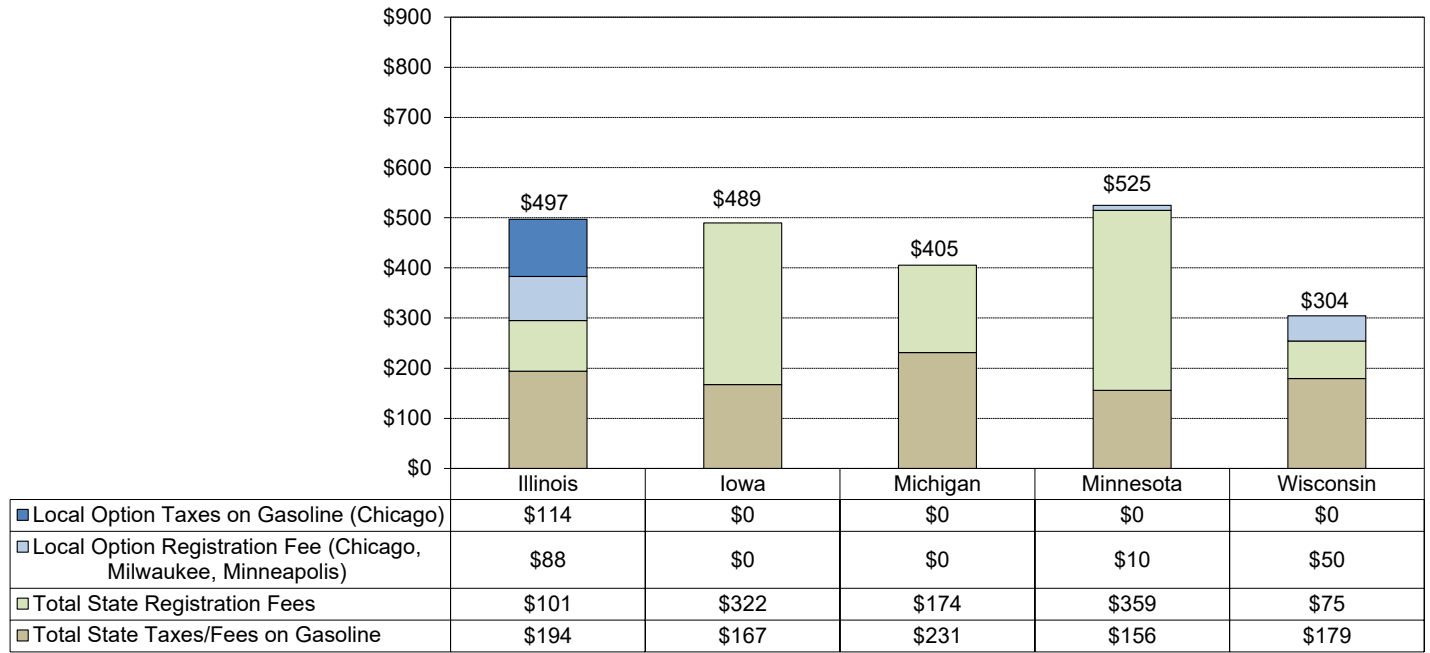
APPENDIX B

Travel Statistics

This appendix provides an overview of general transportation statistics, including the following:

- Annual passenger automobile operating fees and taxes in Wisconsin and neighboring states;
- Tax share of gasoline prices;
- Wisconsin personal vehicle user fees per mile;
- Revenue per vehicle mile traveled;
- Vehicle miles traveled in Wisconsin;
- Licensed drivers and motor vehicle registrations;
- Travel to work characteristics for Wisconsin by mode of transportation; and
- Extent and use of transportation in Wisconsin.

F-B1: Estimated Annual Operating Fees and Taxes (1-year old mid-size 4D sedan, automatic, 6 cyl. w/FWD)



Notes: Includes all known state excise, sales, and environmental taxes and fees levied on gasoline as of July 1, 2018, plus first renewal registration fees. State registration amounts in Iowa, Michigan and Minnesota based on vehicle age and value.

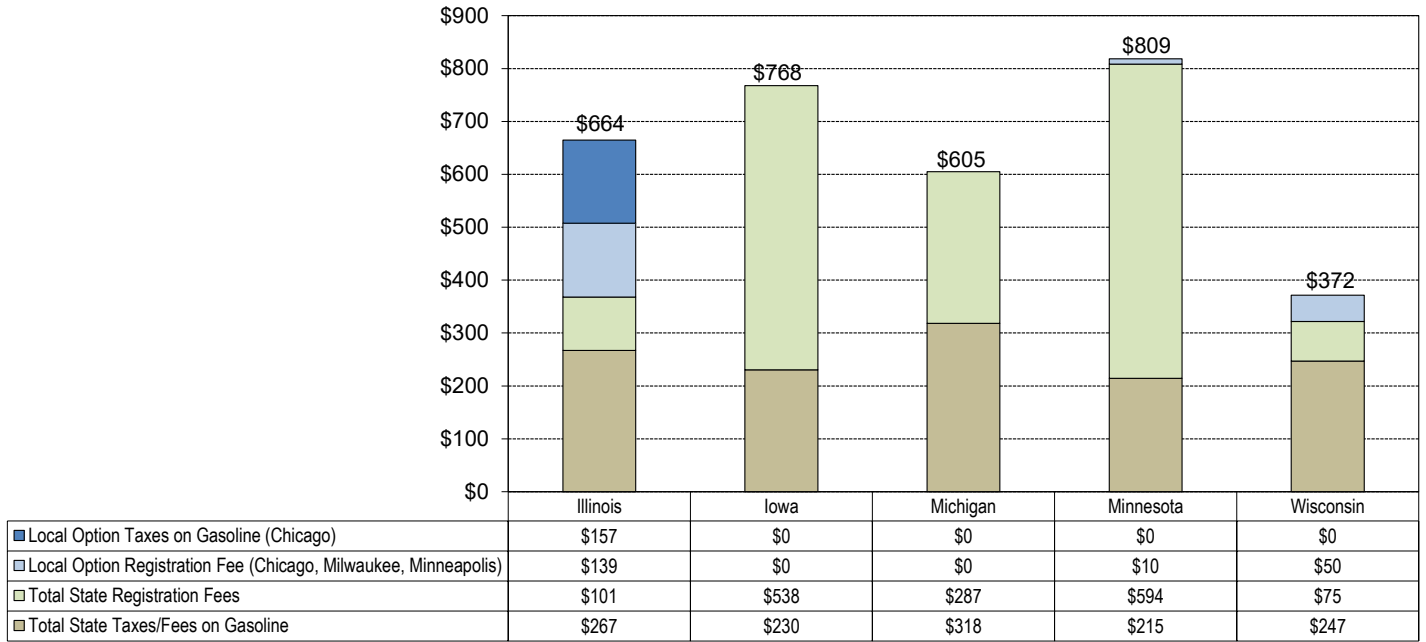
Local option taxes and fees in state's largest city shown where applicable.

Based on costs for a vehicle with a fuel efficiency rating of 22 miles per gallon driven 12,000 miles.

Sales taxes levied on gasoline in Michigan and Illinois assumes FY 19 annual average retail price of \$2.78 per gallon.

Does not include federal fuel taxes (totaling \$100 in each state) or tolls imposed on certain highways and bridges.

Amounts are rounded.

F-B2: Estimated Annual Operating Fees and Taxes (1-year old 4D SUV, automatic, 8 cyl. w/4WD)

Note: Includes all known state excise, sales, and environmental taxes and fees levied on gasoline as of July 1, 2018, plus first renewal registration fee. State registration amounts in Iowa, Michigan and Minnesota based on vehicle age and value.

Local option taxes and fees in state's largest city shown where applicable.

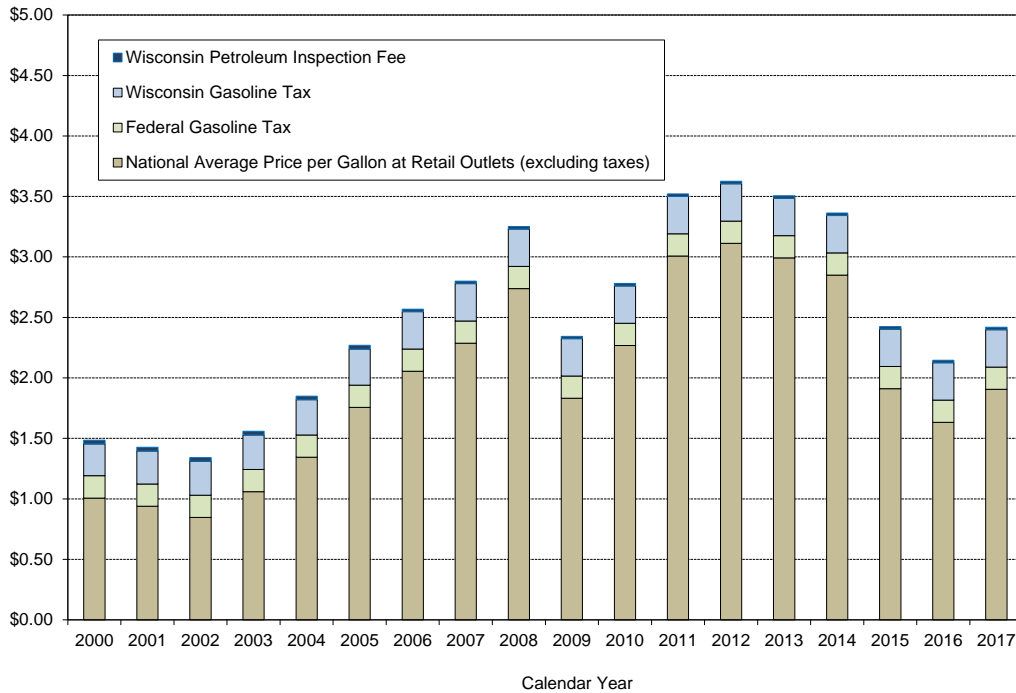
Based on costs for a vehicle with a fuel efficiency rating of 16 miles per gallon driven 12,000 miles.

Sales taxes levied on gasoline in Michigan and Illinois assumes FY 19 annual average retail price of \$2.78 per gallon.

Does not include federal fuel taxes (totaling \$138 in each state) or tolls imposed on certain highways and bridges.

Amounts are rounded.

F-B3: Tax Share of Gasoline Prices (nominal dollars)

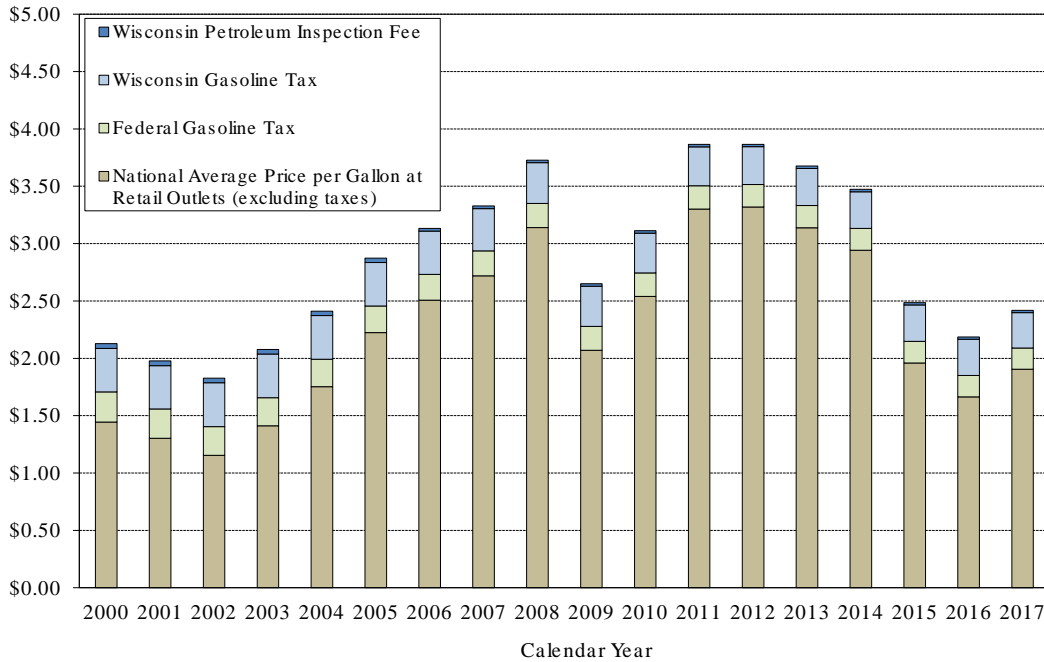


T-B3: Tax Share of Gasoline Prices (nominal dollars)

Calendar Year	Price per Gallon at Retail Outlets (excluding taxes)	Federal Gasoline Tax	Wisconsin Gasoline Tax	Wisconsin Petroleum Inspection Fee	Total Federal and State Taxes/Fees
2000	\$1.01	\$0.184	\$0.264	\$0.030	\$0.478
2001	\$0.94	\$0.184	\$0.273	\$0.030	\$0.487
2002	\$0.85	\$0.184	\$0.281	\$0.030	\$0.495
2003	\$1.06	\$0.184	\$0.285	\$0.030	\$0.499
2004	\$1.34	\$0.184	\$0.291	\$0.030	\$0.505
2005	\$1.76	\$0.184	\$0.299	\$0.030	\$0.513
2006	\$2.06	\$0.184	\$0.309	\$0.020	\$0.513
2007	\$2.29	\$0.184	\$0.309	\$0.020	\$0.513
2008	\$2.74	\$0.184	\$0.309	\$0.020	\$0.513
2009	\$1.83	\$0.184	\$0.309	\$0.020	\$0.513
2010	\$2.27	\$0.184	\$0.309	\$0.020	\$0.513
2011	\$3.01	\$0.184	\$0.309	\$0.020	\$0.513
2012	\$3.11	\$0.184	\$0.309	\$0.020	\$0.513
2013	\$2.99	\$0.184	\$0.309	\$0.020	\$0.513
2014	\$2.85	\$0.184	\$0.309	\$0.020	\$0.513
2015	\$1.91	\$0.184	\$0.309	\$0.020	\$0.513
2016	\$1.63	\$0.184	\$0.309	\$0.020	\$0.513
2017	\$1.91	\$0.184	\$0.309	\$0.020	\$0.513
2006-2017 % Change	-7.3%	0.0%	0.0%	0.0%	0.0%
2006-2017 Compound Annual Growth Rate	-0.7%	0.0%	0.0%	0.0%	0.0%

Note: Annual price per gallon (excluding taxes) is based on national average price information published by the U.S. Department of Energy, Energy Information Administration.

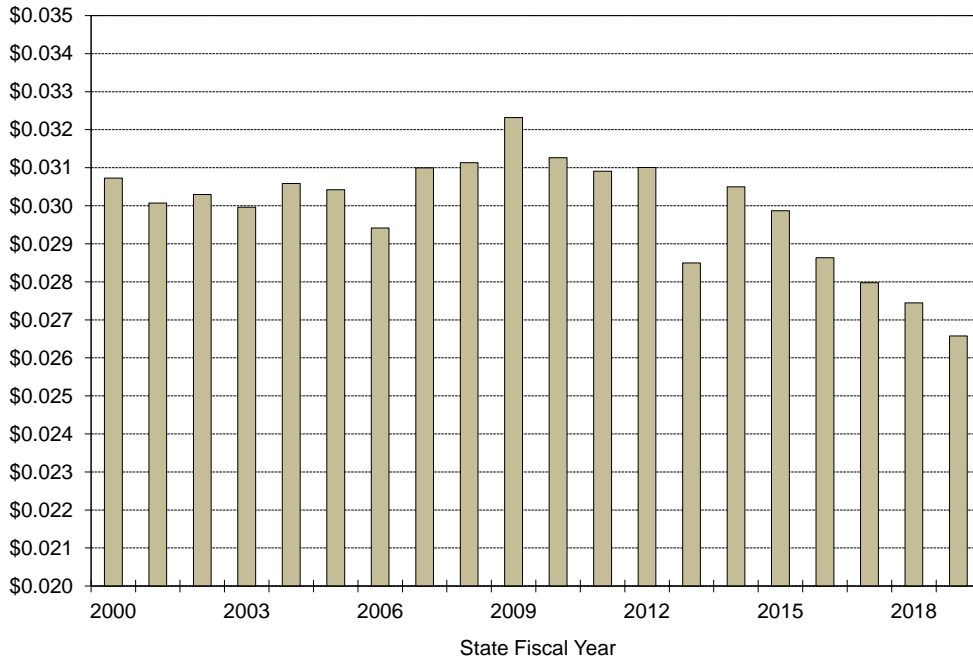
F-B4: Tax Share of Gasoline Prices (constant 2017 dollars)



T-B4: Tax Share of Gasoline Prices (constant 2017 dollars)

Year	National Average Price per Gallon at Retail Outlets (excluding taxes)	Federal Gasoline Tax	Wisconsin Gasoline Tax	Wisconsin Petroleum Inspection Fee	Total Federal and State Taxes/Fees
2000	\$1.444	\$0.264	\$0.378	\$0.043	\$0.685
2001	\$1.303	\$0.255	\$0.378	\$0.042	\$0.675
2002	\$1.153	\$0.251	\$0.383	\$0.041	\$0.674
2003	\$1.412	\$0.245	\$0.380	\$0.040	\$0.665
2004	\$1.753	\$0.240	\$0.379	\$0.039	\$0.659
2005	\$2.223	\$0.233	\$0.379	\$0.038	\$0.649
2006	\$2.507	\$0.224	\$0.377	\$0.024	\$0.626
2007	\$2.718	\$0.219	\$0.367	\$0.024	\$0.610
2008	\$3.140	\$0.211	\$0.354	\$0.023	\$0.588
2009	\$2.070	\$0.208	\$0.349	\$0.023	\$0.580
2010	\$2.539	\$0.206	\$0.346	\$0.022	\$0.574
2011	\$3.302	\$0.202	\$0.339	\$0.022	\$0.563
2012	\$3.319	\$0.196	\$0.330	\$0.021	\$0.547
2013	\$3.138	\$0.193	\$0.324	\$0.021	\$0.538
2014	\$2.943	\$0.190	\$0.319	\$0.021	\$0.530
2015	\$1.959	\$0.189	\$0.317	\$0.021	\$0.526
2016	\$1.663	\$0.187	\$0.315	\$0.020	\$0.523
2017	\$1.905	\$0.184	\$0.309	\$0.020	\$0.513
2006-2017 % Change	-24.0%	-18.0%	-18.0%	-18.0%	-18.0%
2006-2017 Compound Annual Growth Rate	-2.5%	-1.8%	-1.8%	-1.8%	-1.8%

F-B5: Revenue per Vehicle Mile Traveled (constant 2017 dollars)

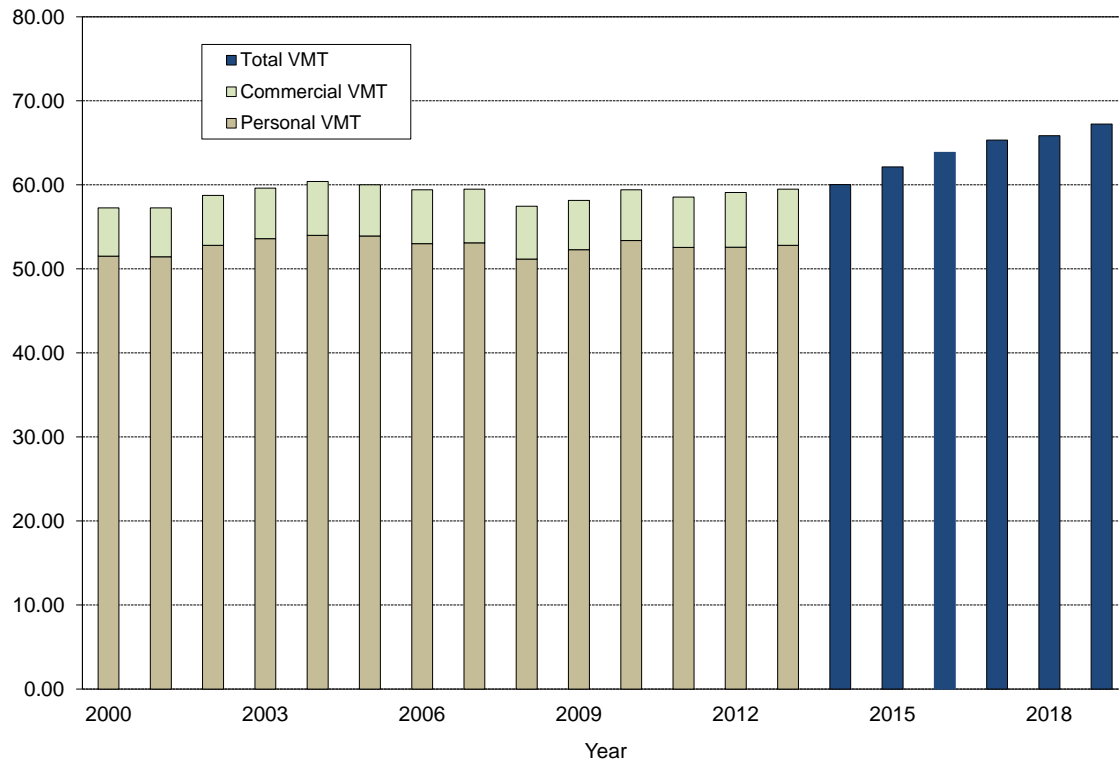


T-B5: Revenue per Vehicle Mile Traveled (constant 2017 dollars)

State Fiscal Year	State Motor Vehicle Revenue (nominal \$ in millions)						VMT (billions)	Revenue per VMT (Constant 2017 \$)
	Motor Fuel Taxes	Registration Fees	Drivers License Fees	Motor Carrier Fees	Other Motor Vehicle Fees	Total Revenue		
2000	809.46	361.82	35.39	3.03	14.30	1,224.00	57.11	\$0.0307
2001	827.47	361.52	35.41	2.93	14.89	1,242.21	57.27	\$0.0301
2002	865.45	376.07	33.03	2.74	18.34	1,295.63	58.25	\$0.0303
2003	902.48	369.47	29.82	2.69	22.48	1,326.94	59.03	\$0.0300
2004	934.60	414.21	29.94	2.09	21.93	1,402.77	59.81	\$0.0306
2005	955.55	421.59	30.63	1.40	21.38	1,430.55	59.53	\$0.0304
2006	962.77	449.30	30.54	0.83	22.40	1,465.85	60.80	\$0.0294
2007	1,006.01	487.75	30.51	0.63	25.73	1,550.63	59.48	\$0.0310
2008	999.95	538.90	35.66	3.74	26.22	1,604.47	59.08	\$0.0311
2009	968.81	600.32	42.07	3.76	24.42	1,639.38	57.34	\$0.0323
2010	971.79	610.25	41.72	0.91	26.20	1,650.87	59.12	\$0.0313
2011	988.26	602.92	41.81	4.18	26.90	1,664.06	59.11	\$0.0309
2012	983.86	634.08	40.80	2.45	25.18	1,686.37	58.00	\$0.0310
2013	966.99	629.53	40.11	2.46	24.13	1,663.22	61.21	\$0.0285
2014	999.42	657.70	39.24	2.36	23.80	1,722.52	58.33	\$0.0305
2015	1,013.43	665.11	38.60	2.47	23.65	1,743.26	59.85	\$0.0299
2016	1,037.72	690.91	39.68	2.32	25.84	1,796.47	63.91	\$0.0286
2017	1,044.54	692.89	39.38	2.52	25.91	1,805.24	64.53	\$0.0280
2018	1,046.05	713.71	39.72	2.50	27.15	1,829.14	65.44	\$0.0274
2019	1,046.56	720.05	39.75	2.50	27.31	1,836.17	66.53	\$0.0266
2006 – 2019 % Change	8.7%	60.3%	30.2%	200.2%	21.9%	25.3%	9.4%	-9.6%
2006 – 2019 Compound Annual Growth Rate	0.6%	3.7%	2.0%	8.8%	1.5%	1.7%	0.7%	-0.8%

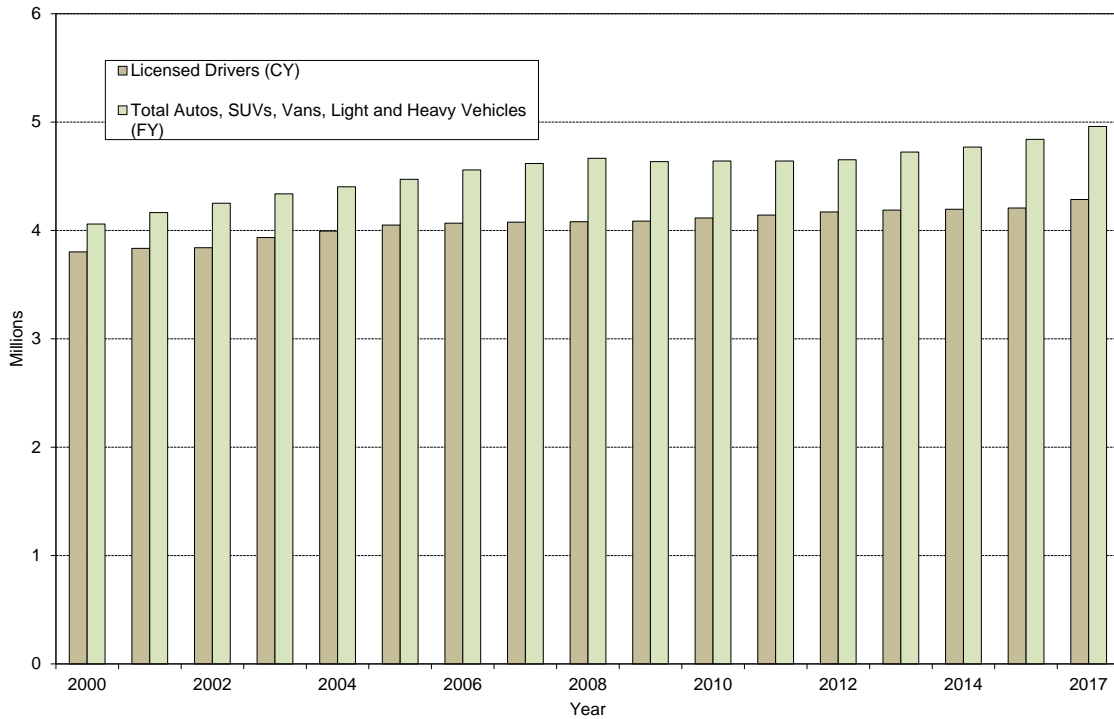
Note: Revenue per vehicle mile traveled (VMT) includes state tax and fee revenues directly attributable to ownership and use of a motor vehicle. It does not include investment earnings, aeronautics taxes and fees, railroad revenue, dealer licenses, oversize/overweight permits, federal revenue, bonding proceeds, service funds, program revenue, and general funds.

Revenue per VMT for FY 2016 – 2019 are preliminary.

F-B6: Estimated Vehicle Miles Traveled in Wisconsin (billions)

T-B6: Estimated Vehicle Miles Traveled in Wisconsin (billions)

Calendar Year	Personal VMT	Commercial VMT	Total VMT
2000	51.52	5.75	57.27
2001	51.45	5.82	57.27
2002	52.80	5.95	58.75
2003	53.60	6.02	59.62
2004	54.00	6.40	60.40
2005	53.91	6.10	60.02
2006	53.00	6.41	59.41
2007	53.10	6.39	59.49
2008	51.17	6.29	57.46
2009	52.30	5.86	58.16
2010	53.39	6.04	59.42
2011	52.55	6.00	58.55
2012	52.60	6.49	59.09
2013	52.80	6.69	59.49
2014			60.04
2015			62.14
2016			63.87
2017			65.32
2018			65.86
2019			67.25
2006 – 2019 % Change			13.2%
2006 – 2019 Compound Annual Growth Rate			1.0%

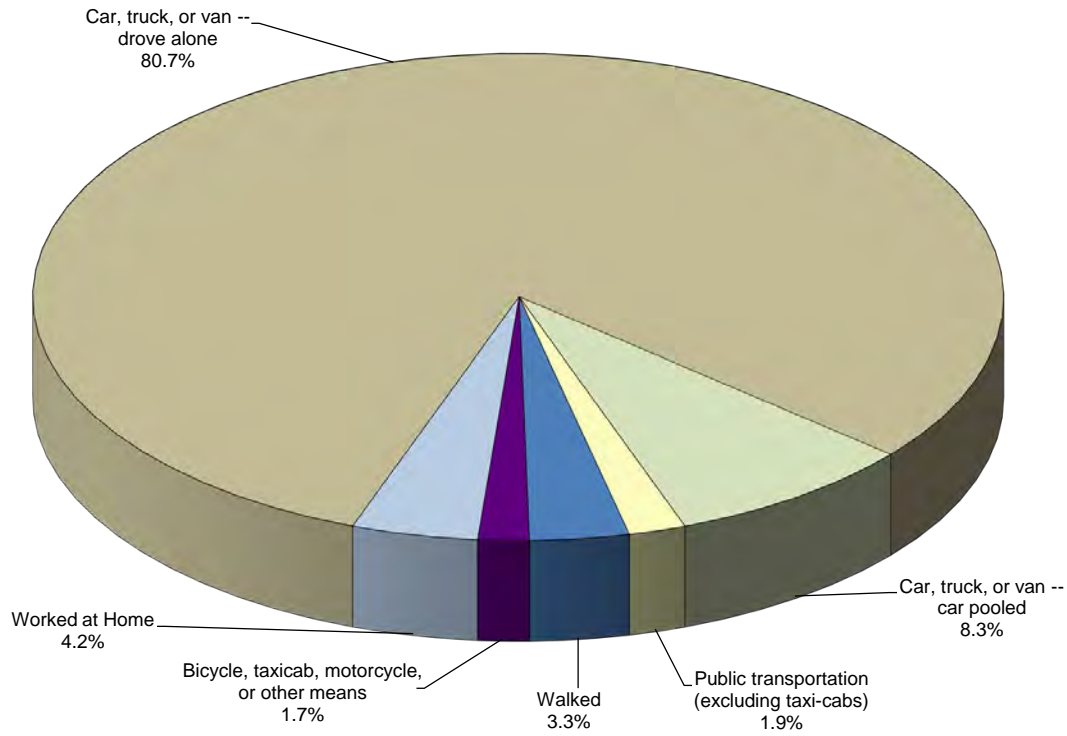
Revenue per VMT
for CY 2017 – 2019
are preliminary.

F-B7: Licensed Drivers and Motor Vehicle Registrations (millions)**T-B7: Licensed Drivers and Motor Vehicle Registrations (millions)**

Year	Autos, SUVs, Vans	Light Trucks (< 8000 lbs.)	Heavy Vehicles	Total Autos, SUVs, Vans, Light & Heavy Vehicles (FY)	Licensed Drivers (CY)
2000	3.10	0.80	0.16	4.06	3.80
2001	3.17	0.82	0.17	4.16	3.84
2002	3.22	0.84	0.18	4.25	3.84
2003	3.29	0.86	0.19	4.34	3.93
2004	3.32	0.88	0.20	4.40	3.99
2005	3.36	0.89	0.22	4.47	4.05
2006	3.41	0.91	0.23	4.56	4.07
2007	3.48	0.91	0.23	4.62	4.08
2008	3.52	0.91	0.24	4.67	4.08
2009	3.51	0.89	0.23	4.63	4.09
2010	3.52	0.89	0.23	4.64	4.11
2011	3.52	0.89	0.23	4.64	4.14
2012	3.53	0.88	0.24	4.65	4.17
2013	3.59	0.89	0.24	4.72	4.19
2014	3.62	0.90	0.25	4.77	4.19
2015	3.66	0.91	0.26	4.84	4.21
2016	3.69	0.93	0.27	4.90	4.25
2017	3.72	0.95	0.29	4.96	4.29
2006 – 2017 % Change	9.0%	4.2%	24.8%	8.8%	5.4%
2006 – 2017 Compound Annual Growth Rate	0.8%	0.4%	2.0%	0.8%	0.5%

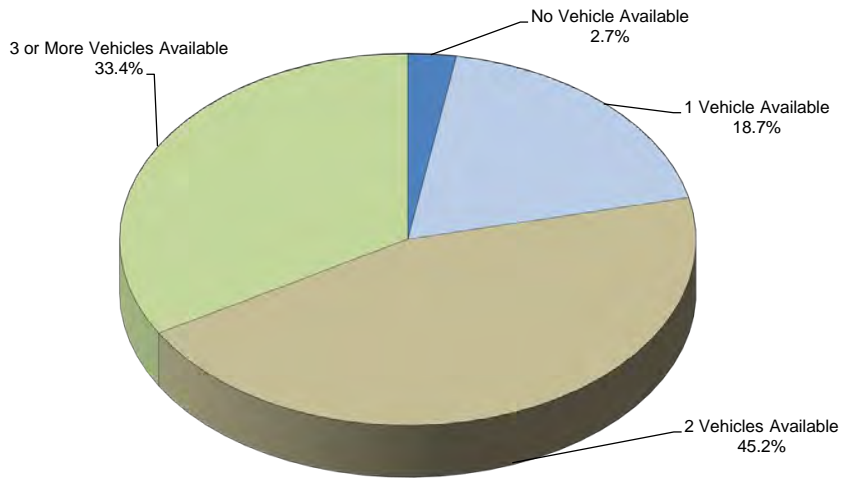
Note: Vehicle registration counts above are based on plate types and do not include motorcycles, mobile homes, mopeds, and several other vehicle types. Light truck and heavy vehicle categories include a variety of fee levels and should not be used to estimate revenues.

F-B8: Means of Transportation to Work (Wisconsin) % of Workers 16 years and Over



Source: U.S. Department of Commerce, Census Bureau, 2010 – 2014 American Community Survey 5-Year Estimates.

F-B9: Vehicles Available (Wisconsin), % of Workers 16 Years and Over in Households

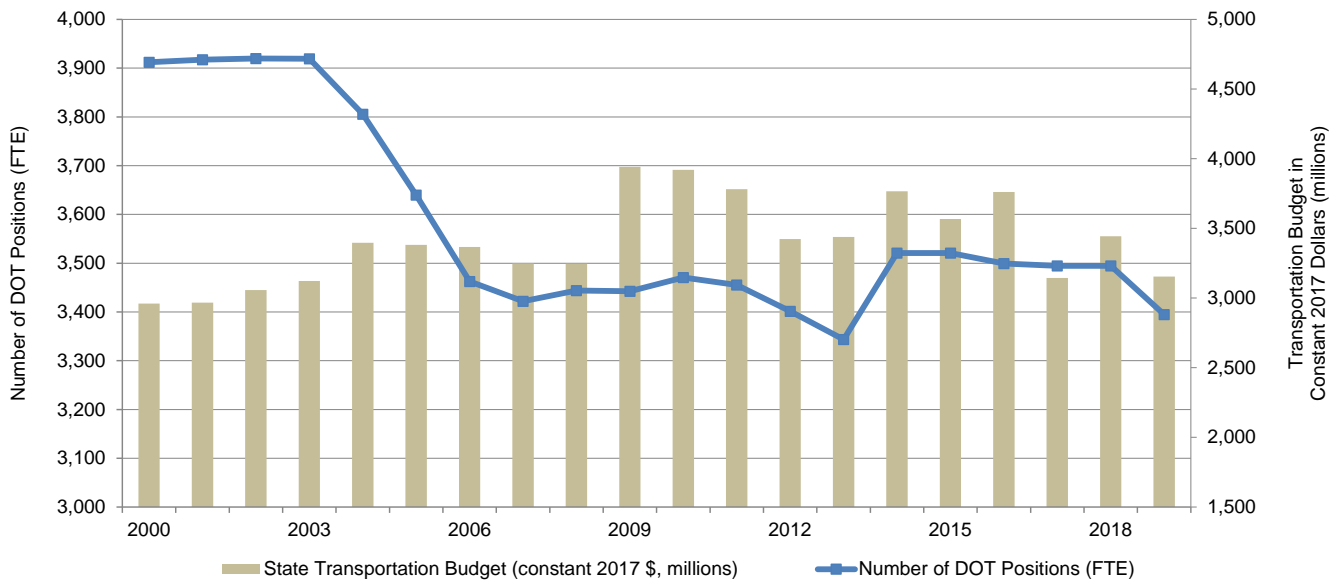


Source: U.S. Department of Commerce, Census Bureau, 2010–2014 American Community Survey 5-Year Estimates.

F- B10: Extent and Use of Transportation in Wisconsin

Aeronautics (CY 16/17)	
Airports (CY 16)	
• Airports in the State Airport System	97
• Privately-owned, public use airports	33
• Private use airports	421
• Specialized public and private use facilities (heliports, seaplane)	181
Aircraft (active) registrations (2016)	5,141
Air carrier enplanements (2017)	5,241,474
Enplaned freight (Lbs.) at commercial airports (2017)	105,192,830
Harbors (CY 16)	
• Commercial ports and harbors	29
• Ferries	6
Cargo tonnage	
• Great Lake (8 reporting) harbors (including Duluth/Superior)	34,892,637
Transit (CY 17)	
Transit systems	81
• Urban bus	19
• Shared-ride taxi	45
• Rural bus	12
• Commuter bus	5
Transit usage	
• Revenue miles	54,075,571
• Passengers	59,950,608
Motor Vehicles (CY 17)	
Motor vehicle registrations	6,019,215
Licensed drivers	4,286,263
Persons killed	594
Persons injured (CY 16)	43,669
Total crashes (CY 16)	129,051
Freight Rail (CY 15)	
Number of freight railroads	8
Freight railroad mileage	3,438
Total carloads originating/terminating in Wisconsin	954,674
Passenger Rail (CY 17)	
Hiawatha ridership to/from Wisconsin stations	828,321
Hiawatha passenger miles to/from Wisconsin stations	66,541,332
Empire Builder ridership to/from Wisconsin stations	86,296
Empire Builder passenger miles to/from Wisconsin stations	40,166,704
Roads (January 1, 2018)	
Total miles in Wisconsin	115,547
• State trunk highway	11,745
• County trunk highway	19,851
• City streets	13,937
• Village streets	6,532
• Town roads	61,621
• Other roads	1,860
Miles surfaced at bituminous grade or higher	91,398
Miles gravel or soil surfaced	15,029
Miles sealcoat	5,654
Miles graded and drained	2,382
Miles unimproved	128

Note: Data is from departmental sources except for harbors (U.S. Army Corps of Engineers) and freight rail (Association of American Railroads).

F-B11: Number of DOT Positions and State Transportation Budget**T-B11: Number of DOT Positions and State Transportation Budget**

State Fiscal Year	Number of DOT Positions (FTE)	Annual % Change	State Transportation Budget (constant 2017 \$, millions)	Annual % Change
2000	3,911.95		2,960.50	
2001	3,917.35	0.1%	2,967.42	0.2%
2002	3,919.83	0.1%	3,057.90	3.0%
2003	3,919.33	-0.0%	3,122.85	2.1%
2004	3,805.83	-2.9%	3,396.38	8.8%
2005	3,639.83	-4.4%	3,381.71	-0.4%
2006	3,462.78	-4.9%	3,366.27	-0.5%
2007	3,421.93	-1.2%	3,248.33	-3.5%
2008	3,443.78	0.6%	3,246.34	-0.1%
2009	3,442.78	-0.0%	3,942.60	21.4%
2010	3,470.78	0.8%	3,920.82	-0.6%
2011	3,455.48	-0.4%	3,780.52	-3.6%
2012	3,401.34	-1.6%	3,423.62	-9.4%
2013	3,343.54	-1.7%	3,439.34	0.5%
2014	3,521.04	5.3%	3,766.43	9.5%
2015	3,521.04	0.0%	3,567.78	-5.3%
2016	3,499.50	-0.6%	3,761.03	5.4%
2017	3,494.50	-0.1%	3,143.90	-16.4%
2018	3,494.81	0.0%	3,442.78	9.5%
2019	3,394.81	-2.9%	3,154.25	-8.4%
2006 – 2019 % Change	-2.0%		-6.3%	
2006 – 2019 Compound Annual Growth Rate	-0.2%		-0.5%	

Note: Includes permanent and project positions authorized in the biennial budget.

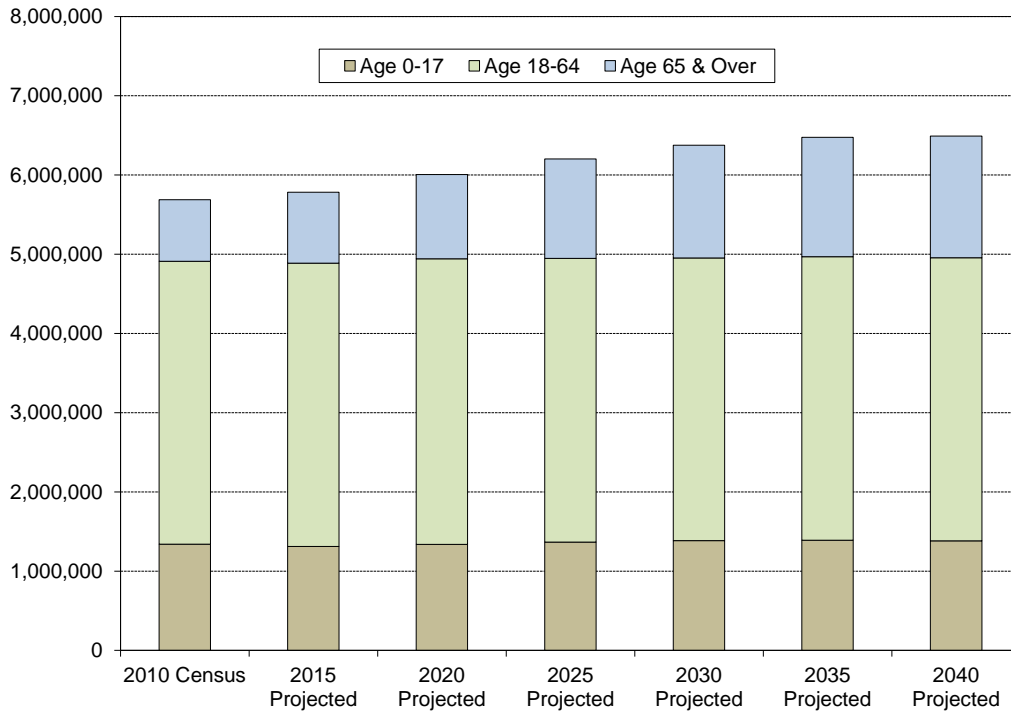
Department reorganization occurred as a result of the biennial budgets for 2005 – 07.

Budget amounts include funds appropriated for state highways, local capital assistance, local transportation aids, state operations, and debt service.

APPENDIX C

Wisconsin Demographic Trends

F-C1: Wisconsin Population by Age Group, 2010–2040



T-C1: Wisconsin Population by Age Group, 2010–2040

Year	Age 0-17	Age 18-64	Age 65 & Over	Total Population
2010	1,339,492	3,570,180	777,314	5,686,986
2015	1,311,425	3,576,670	894,920	5,783,015
2020	1,338,370	3,602,780	1,063,930	6,005,080
2025	1,366,010	3,580,325	1,257,515	6,203,850
2030	1,385,735	3,565,855	1,424,320	6,375,910
2035	1,390,055	3,577,580	1,508,635	6,476,270
2040	1,381,310	3,574,960	1,535,365	6,491,635
2010-2040 % Change	3.1%	0.1%	97.5%	14.1%
2010-2040 Compound Annual Growth Rate	0.1%	0.0%	2.3%	0.4%

Source: Wisconsin Department of Administration (December 2013), Population Projections Based on 2010 Census

APPENDIX D

Consumer Price Index

Consumer Price Index – Urban

State Fiscal Year	CPI (1982-84=100)	Annual % Change	Converted (FY 17 \$)
2000	169.3	2.9%	0.698
2001	175.1	3.4%	0.721
2002	178.2	1.8%	0.734
2003	182.1	2.2%	0.750
2004	186.1	2.2%	0.767
2005	191.7	3.0%	0.790
2006	198.9	3.8%	0.820
2007	204.1	2.6%	0.841
2008	211.7	3.7%	0.872
2009	214.6	1.4%	0.884
2010	216.8	1.0%	0.893
2011	221.1	2.0%	0.911
2012	227.6	2.9%	0.938
2013	231.4	1.7%	0.953
2014	235.0	1.6%	0.968
2015	236.7	0.7%	0.975
2016	238.3	0.7%	0.982
2017	242.7	1.9%	1.000
2018	247.1	1.8%	1.018
2019	252.0	2.0%	1.038

Source: IHS Global Insight

APPENDIX E

Biennial Budget Act Numbers

Biennial Budget Act Numbers (Executive Budget Act)

Biennial Budget	Bill Number	Act Number	Date Enacted	Notes
2017 – 2019	AB 64	2017 Act 59	September 21, 2017	Executive Budget Act
2015 – 2017	SB 21	2015 Act 55	July 12, 2015	Executive Budget Act
2013 – 2015	AB 40	2013 Act 20	June 30, 2013	Executive Budget Act
2011 – 2013	AB 40	2011 Act 32	June 26, 2011	Executive Budget Act
2009 – 2011	AB 11	2011 Act 10	March 11, 2011	Budget Adjustment Act
	AB 75	2009 Act 28	June 29, 2009	Executive Budget Act
2007 – 2009	SB 62	2009 Act 2	February 19, 2009	Budget Adjustment Act
	AB 1	2007 Act 226	May 16, 2008	2007 – 2009 Budget Repair Bill in March 2008 Special Session
	SB 40	2007 Act 20	October 26, 2007	Executive Budget Act
2005 – 2007	SB 39	2007 Act 5	March 16, 2007	Addressed appropriation lapses to the Transportation Fund for FY 07
	AB 100	2005 Act 25	July 25, 2005	Executive Budget Act
2003 – 2005	AB 602	2003 Act 64	October 29, 2003	Decreases the level of authorized general obligation highway project bonding and payment of debt service on such bonding.
	SB 44	2003 Act 33	July 24, 2003	Executive Budget Act
2001 – 2003	SB 1	2003 Act 1	February 27, 2003	Repair Act for FY 03 in January 2003 Special Session (\$22 million lapse to Transportation Fund)
	AB 1	2001 Act 109	July 26, 2002	Budget Reform Act (\$6.2 million lapse to Transportation Fund)
	SB 55	2001 Act 16	August 30, 2001	Executive Budget Act
1999 – 2001	AB 133	1999 Act 9	October 27, 1999	Executive Budget Act

Source: Legislative Reference Bureau.

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