

2020–2021

Transportation Budget Trends



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Transportation Budget Trends

2020–2021

Wisconsin Department of Transportation

A comprehensive view of
transportation budget information
presented by program area.

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A message to our readers

The Wisconsin Department of Transportation is pleased to provide you with a copy of the 2020 – 2021 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 Division of Budget and Strategic Initiatives prepares *Transportation Budget Trends* on a biennial basis. It presents a high-level summary of transportation budget revenues for the period 2000 through 2021 and provides a look at how those revenues have been budgeted by the Legislature and the Governor. The most recent data reflects 2019 Wisconsin Act 9 (the 2019 – 2021 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,

Jim Donlin
Budget Director
Division of Budget and Strategic Initiatives
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 2019 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 2021. Budget data for the 2000 to 2019 period are historic; data for 2020 and 2021 are from the FY2019 – FY2021 Biennial Budget, 2019 Wisconsin Act 9. 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 2019 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 2019 dollar amounts.

Assumptions

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

- State appropriations through FY2019 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 FY2020 and FY2021 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 FY2009 and FY2010 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.

Introduction, Assumptions and Program Overview

- 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 2019 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

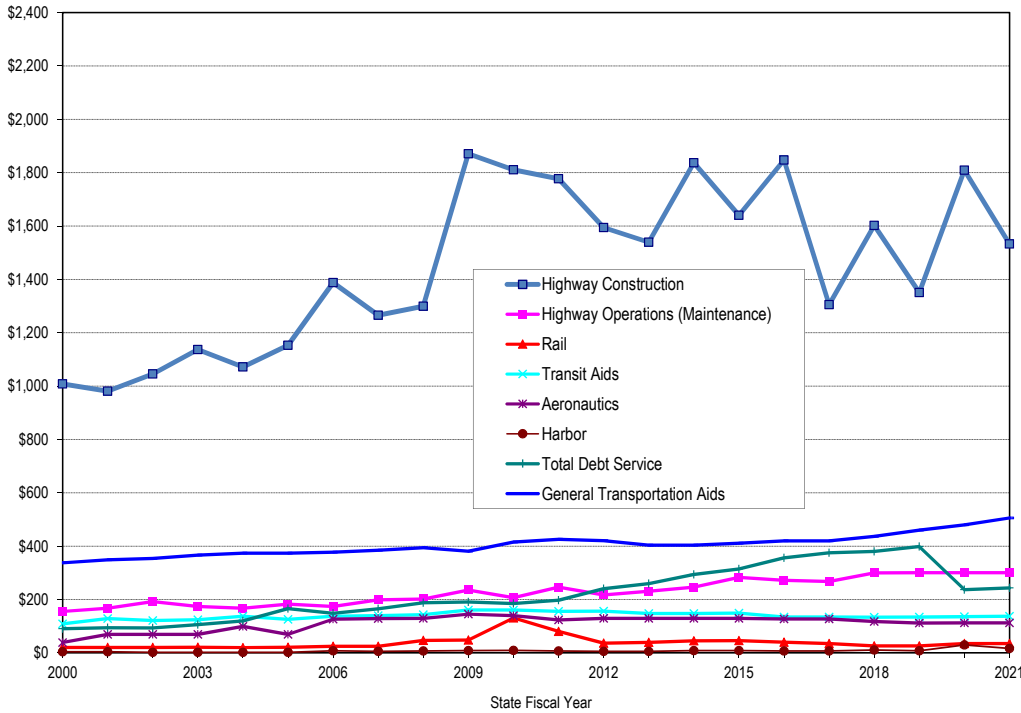
For the purposes of this analysis, the WisDOT budget funds modal and non-modal program costs. Modal costs include highway construction, highway maintenance, transit, rail, aeronautics, harbors, debt service, and general transportation aids to local units of government. Non-modal costs include elderly 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, Division of Budget and Strategic Initiatives, 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.

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 2019 dollars (millions) for the period 2000 through 2021.

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 2021.

Introduction, Assumptions and Program Overview

F-TR1: Modal Funding Trends, 2000 – 2021 (nominal dollars, millions)



T-TR1: Modal Funding Trends, 2000 – 2021 (nominal dollars, millions)

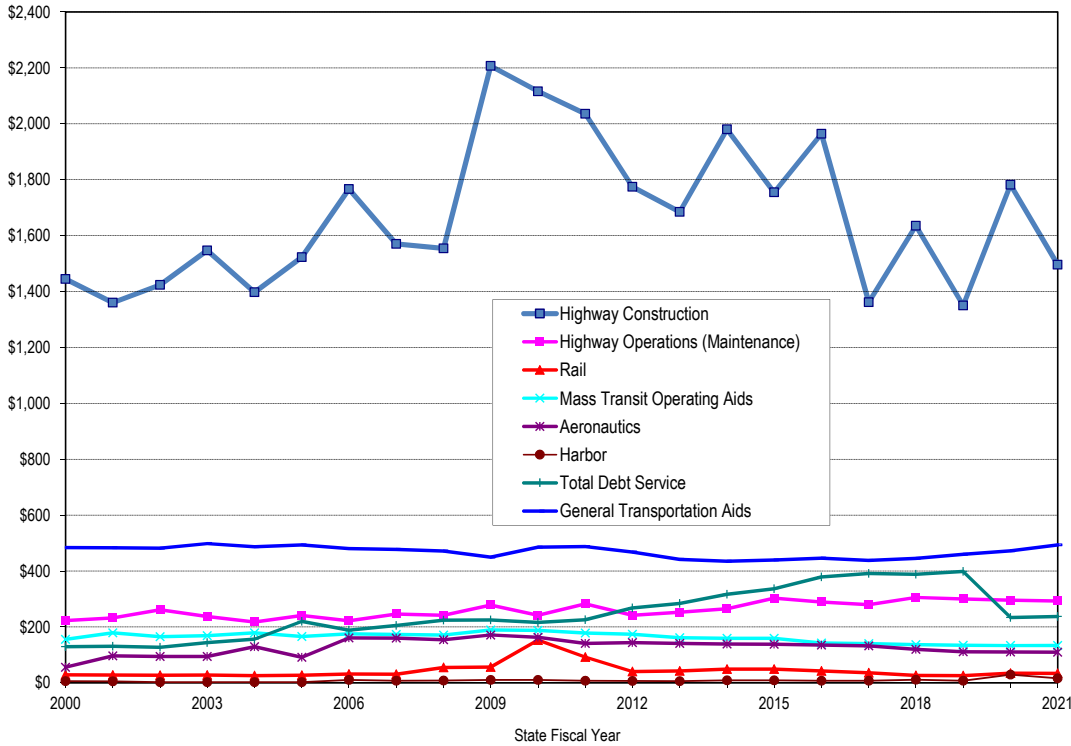
State Fiscal Year	Highway Construction						Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor	Total Debt Service	General Transportation Aids	TOTAL
	Major Highway Development	State Highway Rehabilitation	Southeast Wisconsin Freeway Rehabilitation/Megaprojects**	Major Interstate and 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	148.17	377.07	2,383.74	
2007	330.79	631.80	95.99	-	206.82	198.60	139.58	25.00	128.76	6.01	165.30	384.61	2,313.26	
2008	282.41	674.55	167.35	-	174.63	201.89	142.93	46.28	129.14	6.96	187.50	394.24	2,407.89	
2009	379.56	905.87	337.49	-	247.62	235.54	160.42	47.78	145.13	8.86	190.97	381.23	3,040.47	
2010	362.53	870.88	203.50	116.51	257.31	206.97	160.69	130.98	139.43	9.18	184.83	415.70	3,058.49	
2011	355.94	694.67	437.28	113.10	175.87	246.50	155.40	80.61	123.32	6.91	197.25	425.86	3,012.71	
2012	372.17	809.17	232.02	-	180.82	217.41	156.29	36.29	129.24	5.92	240.74	420.67	2,800.75	
2013	371.56	798.79	188.00	-	180.82	230.66	147.42	39.11	129.24	5.92	259.46	403.52	2,754.50	
2014	360.55	835.34	231.00	226.00	184.42	246.06	147.67	45.49	129.20	8.60	294.20	403.52	3,112.04	
2015	367.85	805.56	286.00	-	180.82	282.95	148.74	45.79	129.20	8.60	314.38	410.64	2,980.51	
2016	368.40	865.75	399.60	32.80	180.82	271.88	134.16	39.87	127.07	7.25	356.17	419.85	3,203.63	
2017	272.70	832.27	15.00	4.00	180.82	267.89	134.16	34.74	127.07	7.25	374.85	419.66	2,670.42	
2018	265.07	811.79	312.78	8.00	204.16	299.47	134.07	26.00	117.25	10.90	380.21	436.52	3,006.20	
2019	298.63	807.65	40.80	-	203.13	300.44	134.47	25.79	111.55	7.70	398.37	459.73	2,788.27	
2020	281.40	945.16	172.66	27.00	383.22	300.33	135.55	35.04	112.54	29.85	237.09	479.94	3,139.78	
2021	282.80	992.65	53.74	-	203.22	300.33	137.21	35.04	112.54	16.65	243.31	505.71	2,883.20	
2006-2021 % Change					10.5%	72.3%	-0.3%	41.9%	-11.0%	108.1%	64.2%	34.1%	21.0%	
2006-2021 Compound Annual Growth Rate	1.0%	3.5%	-12.2%	N/A	1.1%	3.7%	-0.0%	2.4%	-0.8%	5.0%	3.4%	2.0%	1.3%	

Note: ** Funding for SE Rehab ended in FY2011 and began for SE Freeway Mega in FY2012.

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 – 2021 (constant 2019 dollars, millions)



T-TR2: Modal Funding Trends, 2000 – 2021 (constant 2019 dollars, millions)

State Fiscal Year	Highway Construction										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	Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor				
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	328.79	764.94	206.29	0.00	247.00	237.07	168.95	28.32	94.50	2.85	143.99	498.27	2720.98	
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	320.95	719.11	232.07	0.00	250.55	241.25	165.94	27.40	91.82	2.77	219.65	493.22	2764.73	
2006	310.55	755.47	480.29	0.00	219.88	221.87	175.17	31.44	161.05	10.19	188.62	480.02	3034.54	
2007	410.44	783.93	119.10	0.00	256.62	246.42	173.19	31.02	159.76	7.45	205.10	477.21	2870.23	
2008	337.88	807.03	200.22	0.00	208.92	241.53	171.01	55.37	154.50	8.33	224.32	471.67	2880.77	
2009	447.82	1068.80	398.20	0.00	292.15	277.91	189.27	56.38	171.23	10.46	225.32	449.79	3587.34	
2010	423.57	1017.50	237.77	136.12	300.63	241.82	187.74	153.04	162.90	10.72	215.95	485.69	3573.44	
2011	407.78	795.84	500.96	129.58	201.49	282.40	178.03	92.35	141.28	7.92	225.98	487.88	3451.48	
2012	414.21	900.57	258.23	0.00	201.24	241.97	173.95	40.39	143.84	6.59	267.94	468.19	3117.10	
2013	406.68	874.28	205.77	0.00	197.90	252.46	161.35	42.81	141.46	6.48	283.98	441.66	3014.82	
2014	388.57	900.28	248.96	243.57	198.75	265.19	159.15	49.02	139.25	9.27	317.07	434.89	3353.96	
2015	393.62	862.01	306.04	0.00	193.49	302.78	159.16	49.00	138.26	9.20	336.41	439.42	3189.38	
2016	391.63	920.34	424.79	34.87	192.22	289.02	142.62	42.38	135.08	7.71	378.63	446.33	3405.62	
2017	284.63	868.67	15.66	4.17	188.73	279.61	140.03	36.26	132.63	7.57	391.24	438.01	2787.19	
2018	270.57	828.63	319.27	8.17	208.39	305.68	136.85	26.54	119.68	11.13	388.10	445.58	3068.57	
2019	298.63	807.65	40.80	0.00	203.13	300.44	134.47	25.79	111.55	7.70	398.37	459.73	2788.27	
2020	277.05	930.54	169.99	26.58	377.29	295.68	133.45	34.50	110.80	29.39	233.43	472.51	3091.20	
2021	275.99	968.73	52.45	0.00	198.32	293.09	133.90	34.20	109.83	16.25	237.44	493.52	2813.73	
2006-2021 % Change			-15.3%				32.1%	-23.6%	8.8%	-31.8%	59.5%	25.9%	2.8%	-7.3%
2006-2021 Compound Annual Growth Rate	-0.8%	1.7%	-13.7%	N/A	-0.7%	1.9%	-1.8%	0.6%	-2.5%	3.2%	1.5%	0.2%	-0.5%	

SECTION 1

State Transportation Revenue

State transportation revenues are derived from two major sources: motor fuel taxes and vehicle registrations. These two sources combine to account for 89% of state collected transportation revenue and 54% of total budgeted transportation funds (2020 – 2021).

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:

FY2001

- 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.

FY2002

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

FY2004

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

FY2006

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

FY2008

- 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%.
- 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.

FY2010

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

FY2012

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

FY2013

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

FY2018

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

FY2020

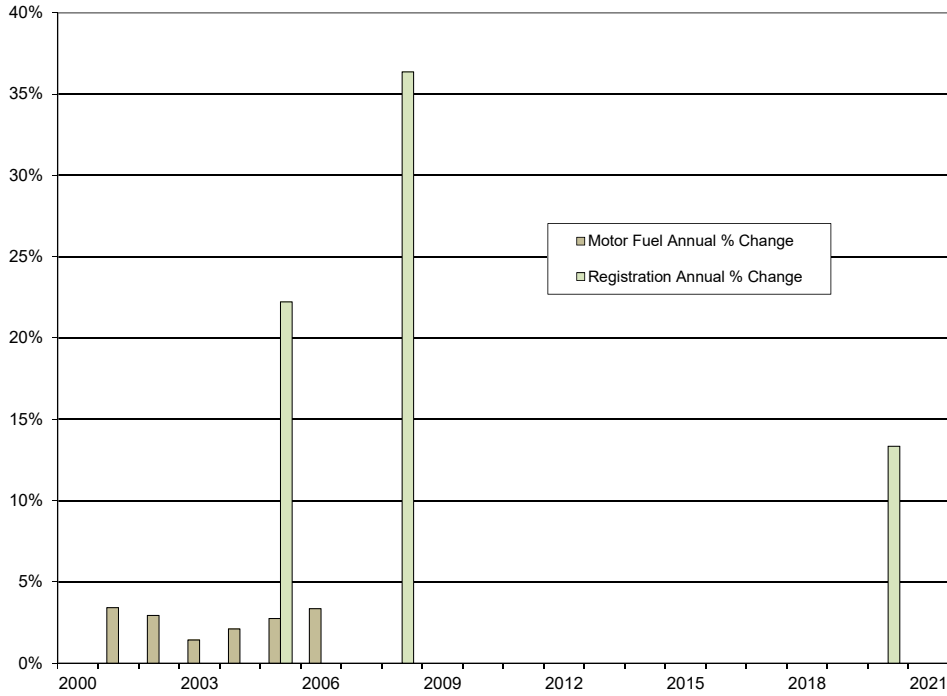
- Auto registration fee increased from \$75 to \$85.
- Heavy truck registration fees increased to \$100 for vehicles between 4,500 and 6,000 lbs.
- First Wisconsin title and transfer of title fees increased by \$95.
- Collection of a \$75 fee for all hybrid-electric vehicles begins.
- Eliminate licensed motor vehicle fuel supplier administrative allowance and retailer refunds for evaporation.

FY2021

- One cent of the two-cent petroleum inspection fee on gasoline, diesel and other petroleum products is deposited directly into the Transportation Fund effective July 1, 2020.

Section 1 State Transportation Revenue

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

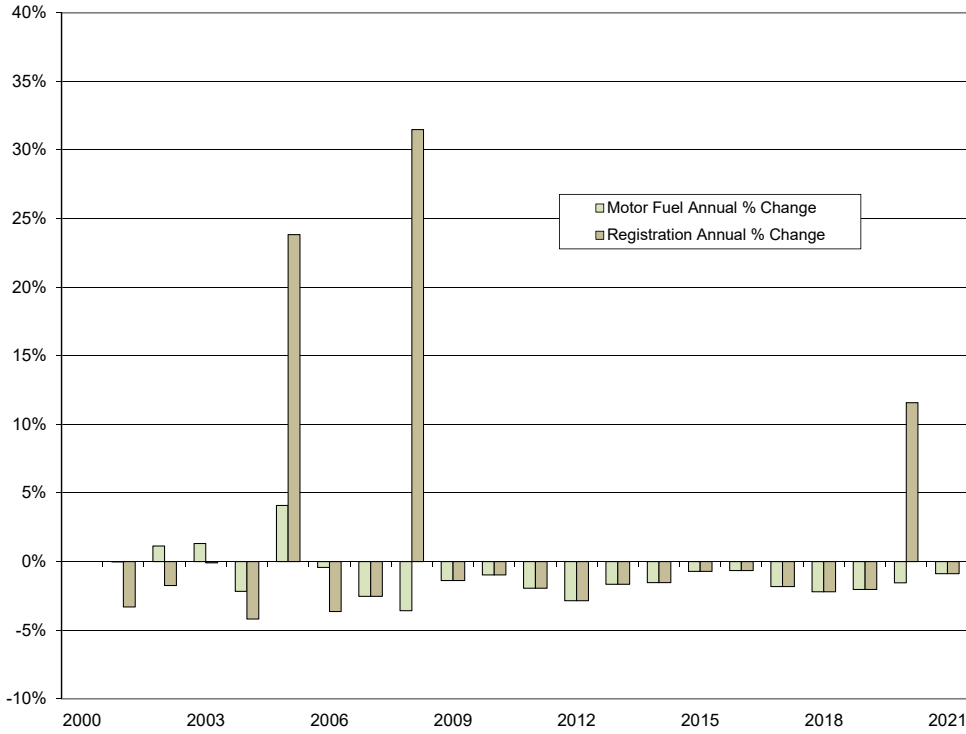


T-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Vehicle 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%
2020	0.309	0.0%	85	13.3%
2021	0.309	0.0%	85	0.0%
2006-2021 % Change		0.0%		54.5%
2006-2021 Compound Annual Growth Rate		0.0%		2.9%

Section 1 State Transportation Revenue

F-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2019 dollars)

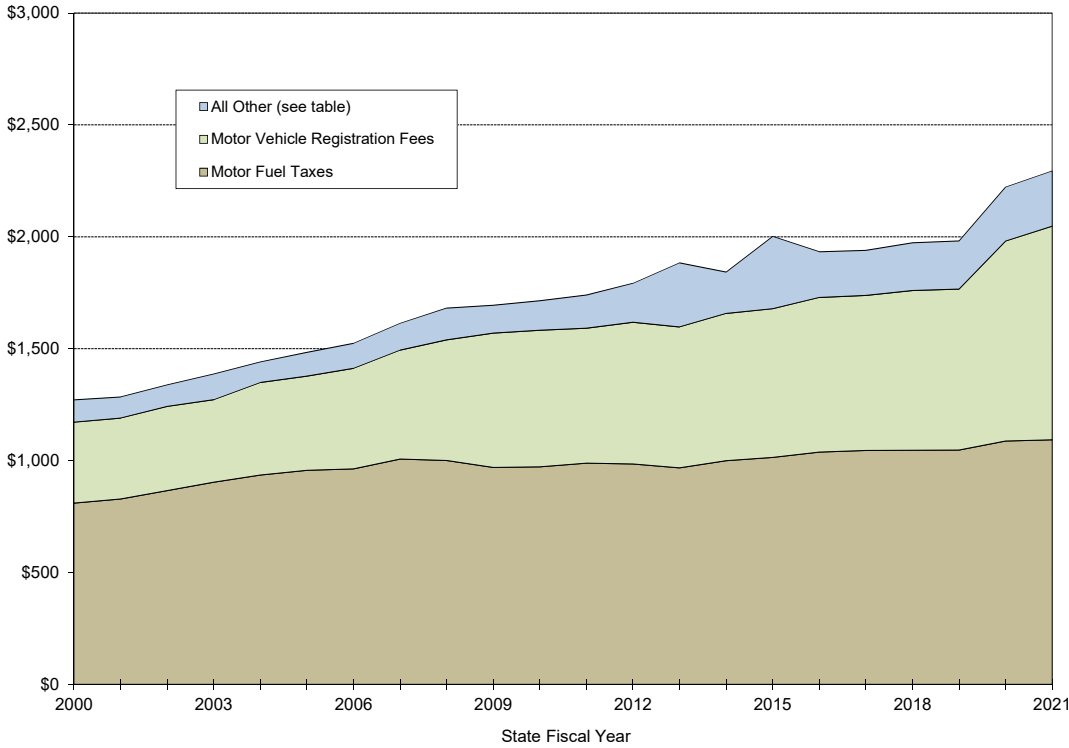


T-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2019 dollars)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Vehicle 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	0.388	1.3%	61.24	-0.1%
2004	0.379	-2.2%	58.68	-4.2%
2005	0.395	4.1%	72.66	23.8%
2006	0.393	-0.4%	70.02	-3.6%
2007	0.383	-2.5%	68.24	-2.5%
2008	0.370	-3.6%	89.73	31.5%
2009	0.365	-1.4%	88.49	-1.4%
2010	0.361	-1.0%	87.63	-1.0%
2011	0.354	-1.9%	85.92	-1.9%
2012	0.344	-2.9%	83.47	-2.9%
2013	0.338	-1.7%	82.09	-1.7%
2014	0.333	-1.5%	80.83	-1.5%
2015	0.331	-0.7%	80.26	-0.7%
2016	0.328	-0.7%	79.73	-0.7%
2017	0.323	-1.8%	78.28	-1.8%
2018	0.315	-2.2%	76.56	-2.2%
2019	0.309	-2.0%	75.00	-2.0%
2020	0.304	-1.5%	83.68	11.6%
2021	0.302	-0.9%	82.95	-0.9%
2006-2021 % Change		-23.3%		18.5%
2006-2021 Compound Annual Growth Rate		-1.8%		0.5%

Section 1 State Transportation Revenue

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



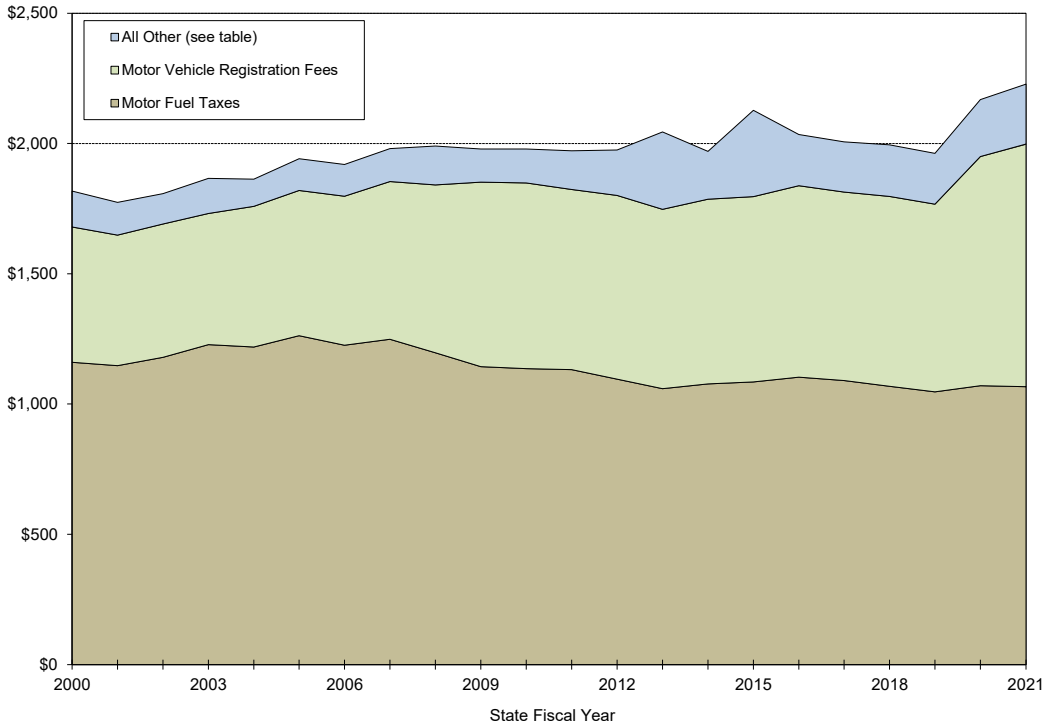
T-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Motor Vehicle 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
2020	1,087.25	893.34	40.52	2.54	28.99	8.81	48.06	69.50	43.30	2,222.30
2021	1,092.32	954.47	40.91	2.54	20.45	9.30	49.50	80.81	44.10	2,294.39
2006-2021 % Change	13.5%	112.4%	34.0%	204.1%	-8.7%	41.2%	200.9%	134.8%	N/A	50.6%
2006-2021 Compound Annual Growth Rate	0.8%	5.2%	2.0%	7.7%	-0.6%	2.3%	7.6%	5.9%	N/A	2.8%

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

Section 1 State Transportation Revenue

F-2: State Transportation Revenues by Source of Funds (constant 2019 dollars, millions)



T-2: State Transportation Revenues by Source of Funds (constant 2019 dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Motor Vehicle 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	1,160.36	518.68	50.73	4.34	15.65	15.65	16.21	35.63	-	1,817.26
2001	1,147.05	501.14	49.09	4.06	15.45	15.45	1.74	39.87	-	1,773.85
2002	1,178.83	512.24	44.99	3.73	9.91	9.91	16.36	30.96	-	1,806.95
2003	1,228.09	502.77	40.58	3.66	9.94	9.94	16.95	54.28	-	1,866.22
2004	1,218.70	540.12	39.04	2.72	12.94	12.94	15.55	20.59	-	1,862.60
2005	1,262.38	556.97	40.47	1.85	10.40	10.40	21.08	37.68	-	1,941.23
2006	1,225.63	571.97	38.87	1.06	8.39	8.39	20.94	43.82	-	1,919.07
2007	1,248.23	605.19	37.86	0.78	10.95	10.95	22.65	43.61	-	1,980.21
2008	1,196.33	644.74	42.66	4.48	10.16	10.16	23.76	58.01	-	1,990.28
2009	1,143.07	708.30	49.63	4.44	9.02	9.02	25.50	29.46	-	1,998.44
2010	1,135.40	713.00	48.74	1.06	6.90	6.90	28.11	38.87	-	1,978.99
2011	1,132.19	690.73	47.89	4.78	9.33	9.33	28.43	49.15	-	1,971.84
2012	1,094.99	705.70	45.41	2.73	8.48	8.48	31.26	78.00	-	1,975.05
2013	1,058.38	689.02	43.90	2.69	8.84	8.84	31.86	162.12	38.45	2,044.11
2014	1,077.11	708.83	42.29	2.54	10.02	10.02	33.78	47.13	37.86	1,969.59
2015	1,084.46	711.72	41.30	2.64	10.53	10.53	38.19	188.93	38.84	2,127.13
2016	1,103.15	734.47	42.18	2.47	7.22	7.22	40.92	56.21	40.41	2,034.25
2017	1,090.22	723.19	41.10	2.63	8.76	8.76	47.31	42.91	41.18	2,006.07
2018	1,067.76	728.52	40.55	2.55	8.19	8.19	44.76	53.16	41.03	1,994.71
2019	1,046.56	720.05	39.75	2.50	8.04	8.04	43.94	51.33	41.60	1,961.80
2020	1,070.42	879.52	39.89	2.50	8.68	8.68	47.31	68.42	42.63	2,168.05
2021	1,066.00	931.47	39.92	2.48	9.08	9.08	48.31	78.86	43.03	2,228.23
2006-2021 % Change	-13.0%	62.9%	2.7%	133.1%	8.2%	8.2%	130.7%	80.0%	N/A	16.1%
2006-2021 Compound Annual Growth Rate	-0.9%	3.3%	0.2%	5.8%	0.5%	0.5%	5.7%	4.0%	N/A	1.0%

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 2021

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
- Better Utilizing Investments to Leverage Development (BUILD)
- Infrastructure for Rebuilding America (INFRA) Grants

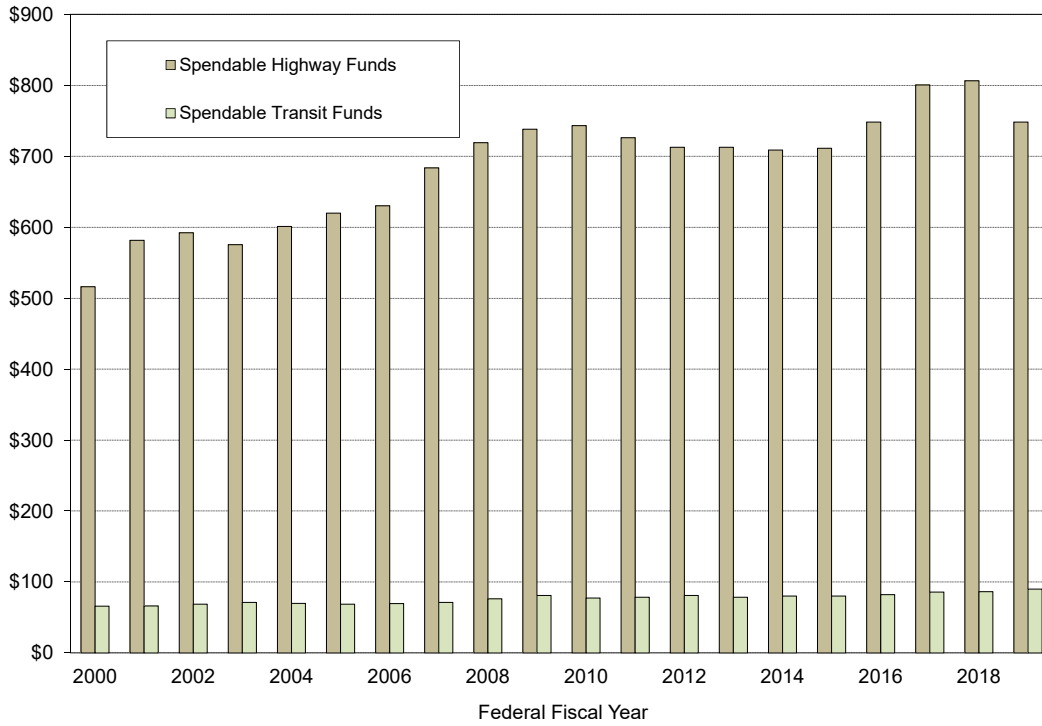
Section 2 of this document does not reflect discretionary grants that Wisconsin has received above and beyond annual highway and transit formula funding. In some cases, funding may have been provided through Congressional earmarks but was included in the federal highway obligation limit for the state. 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)

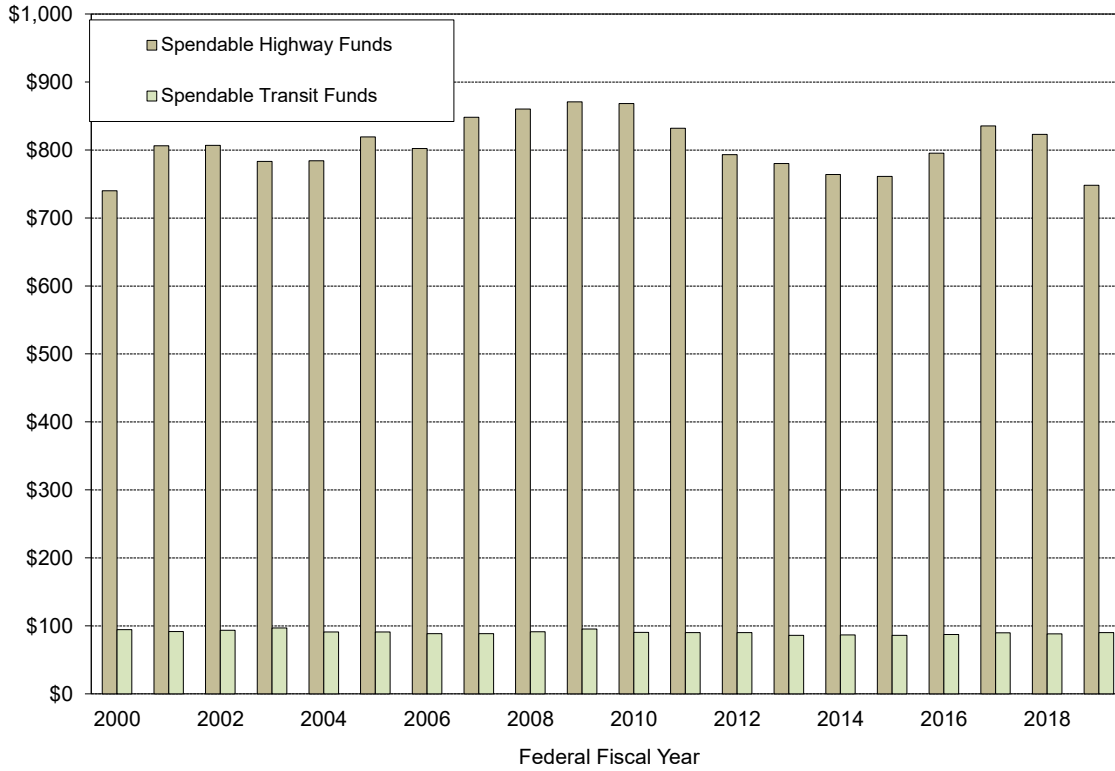


T-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

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
2018	806.3	86.4
2019	748.2	90.0
2006-2019 % Change	18.7%	29.3%
2006-2019 Compound Annual Growth Rate	1.3%	2.0%

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.

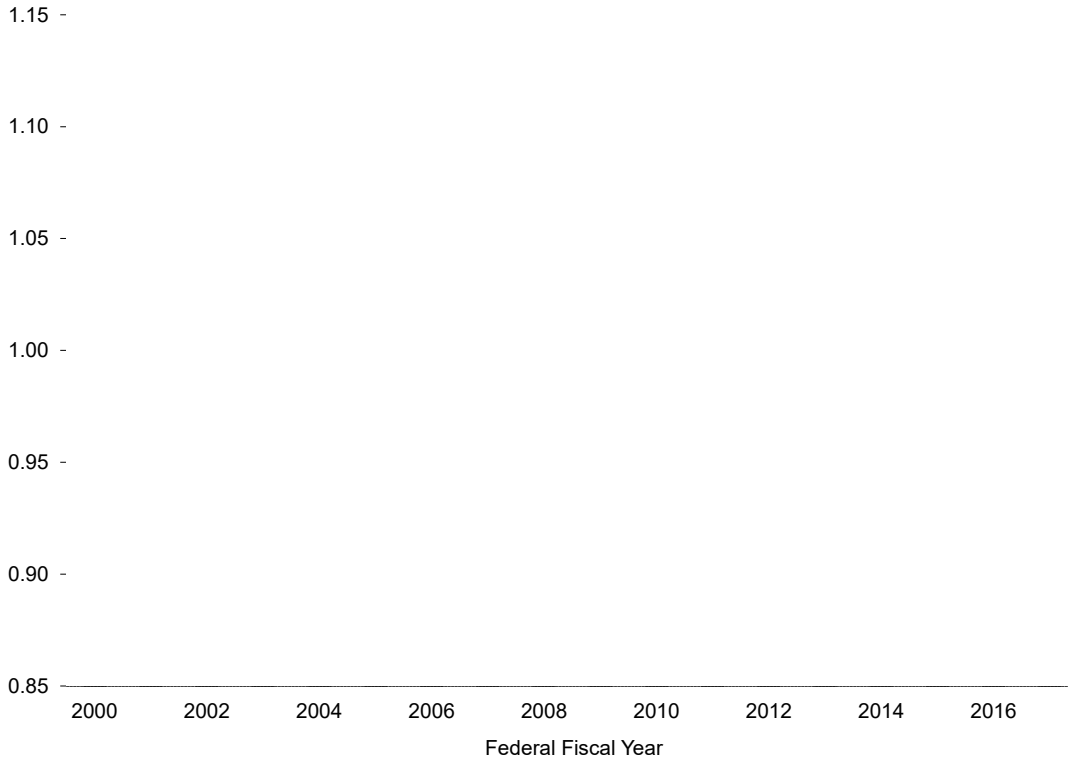
F-4: Spendable Federal Funds for Wisconsin (constant 2021 dollars, millions)



T-4: Spendable Federal Funds for Wisconsin (constant 2021 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	783.1	97.0
2004	783.9	91.0
2005	819.0	90.9
2006	802.1	88.6
2007	848.2	88.3
2008	860.3	91.4
2009	870.9	95.5
2010	868.3	90.4
2011	832.0	90.0
2012	793.1	90.0
2013	780.1	86.0
2014	763.8	86.5
2015	761.1	85.9
2016	795.4	87.2
2017	835.4	89.7
2018	823.0	88.2
2019	748.2	90.0
2006-2021 % Change	30.4%	30.4%
2006-2021 Compound Annual Growth Rate	-2.5%	-1.5%

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
2018	
2019	

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.

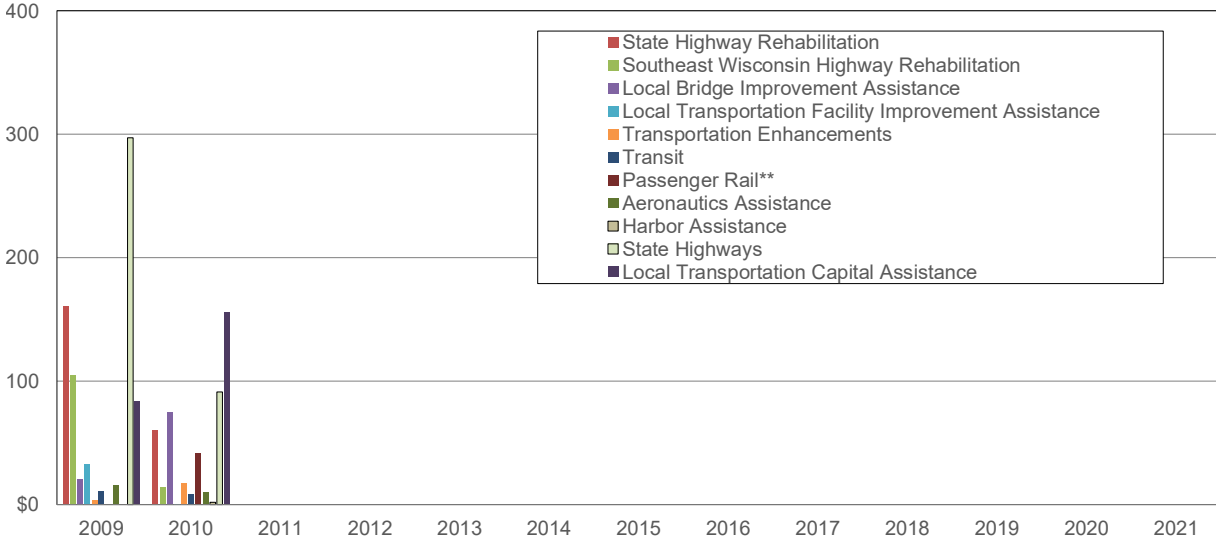
Through 1991, Wisconsin’s historical rate of return averaged 0.84 dating back to the advent of the Highway Trust Fund in 1956.

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.

Starting in FFY2018, it is difficult to determine the rate of return for federal transit funding because of the General Fund component of federal transit funding.

Section 2 Federal Transportation Funds for Wisconsin

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	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	0.00	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	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	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	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	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	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	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	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	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	0.00
2020	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2021	0.00	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 FY2010 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:

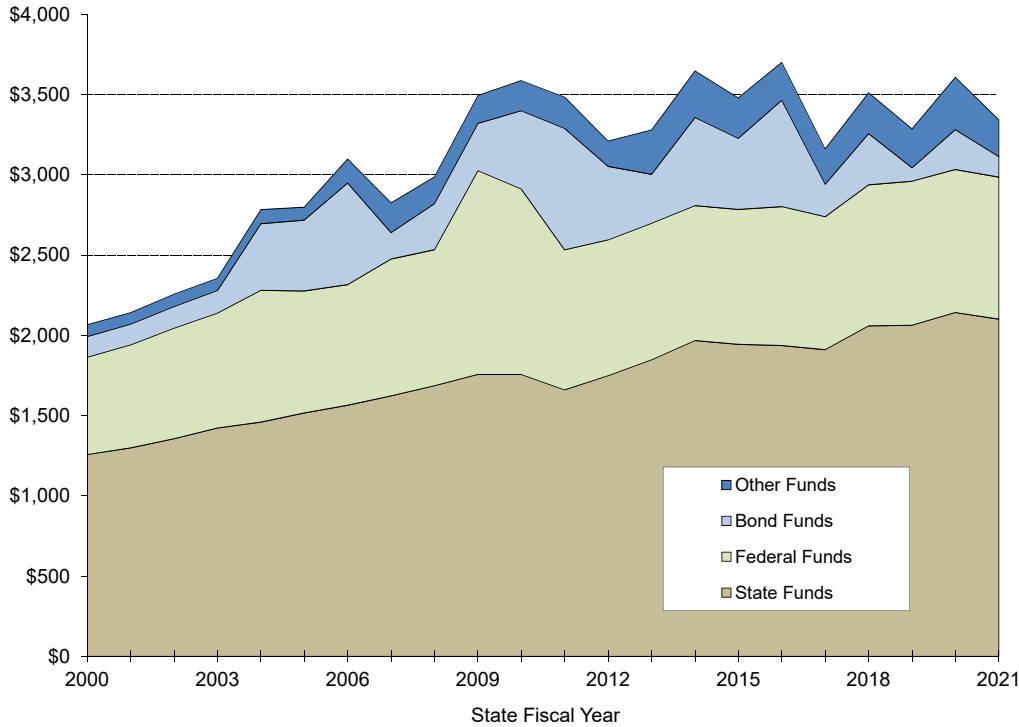
- *State transportation funds;*
 - *Federal transportation funds;*
 - *Bond funds; and*
 - *Other funds (local funds—government cost shares, specific service funds, program revenue and state general purpose funds).*
-

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
2020	2,142.30	890.17	249.13	326.68	3,608.27
2021	2,100.51	885.17	127.13	230.13	3,285.80
2021 % Share	63.9%	26.9%	3.9%	7.0%	
2006-2021 % Change	34.3%	17.8%	-79.9%	54.7%	6.1%
2006-2021 Compound Annual Growth Rate	2.0%	1.1%	-10.2%	3.0%	0.4%

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

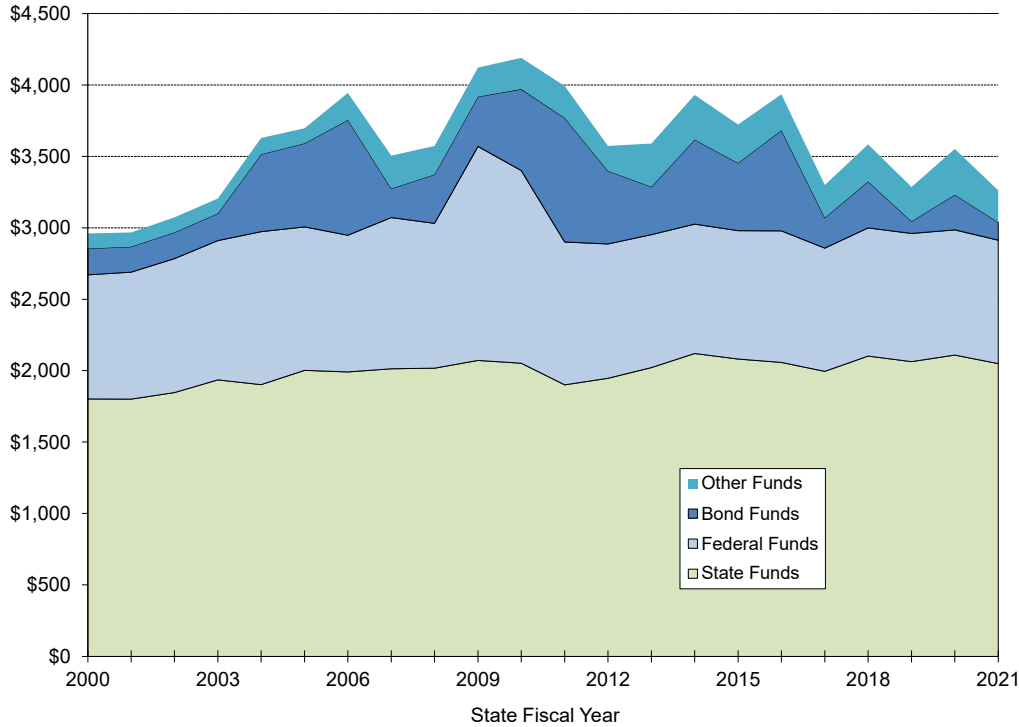
"Bond Funds" include bonding authority from all transportation revenue bonds (TRB) and general obligation bonds (GO), regardless of source of debt service payment.

"State Funds" includes funds transferred to the General Fund.

"Federal Funds" includes ARRA stimulus funding of \$380.99 million in FY2009 and \$246.9 million in FY2010.

Service funds are excluded from the figure/table.

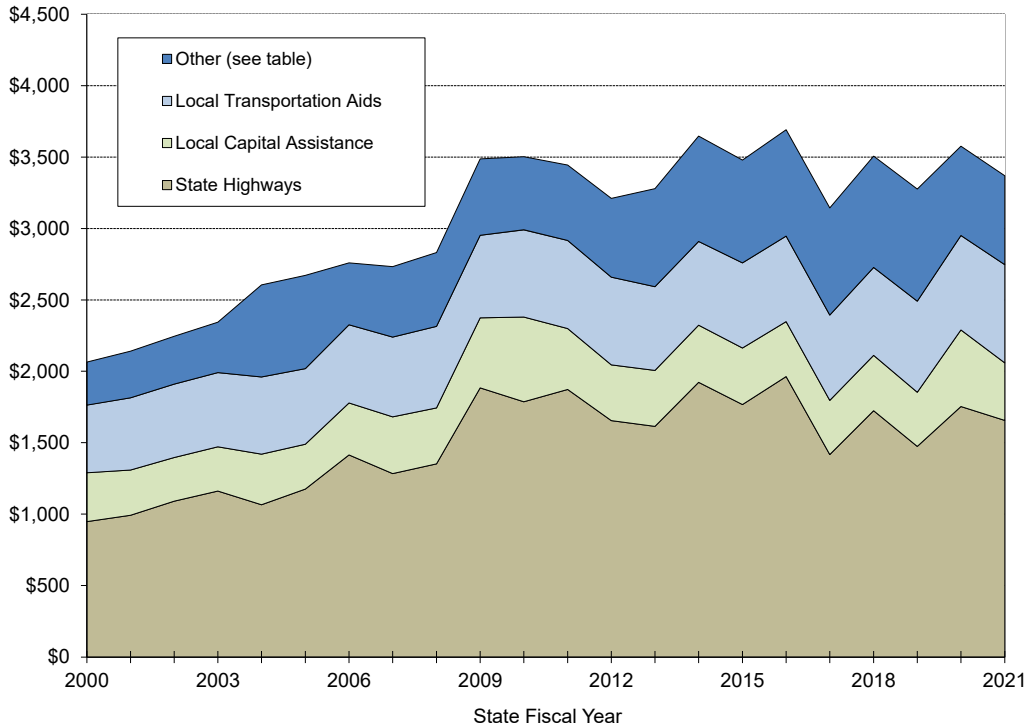
F-7: State Transportation Budget by Source of Funds (constant 2019 dollars, millions)



T-7: State Transportation Budget by Source of Funds (constant 2019 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	1,935.48	974.67	190.36	104.94	3,205.46
2004	1,902.64	1,070.20	542.12	114.26	3,629.22
2005	2,002.56	1,004.31	584.21	105.44	3,696.52
2006	1,991.59	956.62	806.25	189.37	3,943.83
2007	2,013.08	1,058.32	203.52	230.65	3,505.57
2008	2,017.22	1,014.63	341.79	199.85	3,573.50
2009	2,071.40	1,498.76	347.29	205.00	4,122.45
2010	2,052.23	1,349.11	570.01	219.40	4,190.74
2011	1,900.88	999.76	867.85	223.55	3,992.04
2012	1,946.55	940.31	511.25	174.71	3,572.82
2013	2,021.50	931.30	334.06	302.32	3,589.16
2014	2,120.65	905.65	591.90	312.25	3,930.44
2015	2,080.71	899.14	473.20	270.14	3,723.19
2016	2,058.26	919.73	704.38	251.79	3,934.15
2017	1,994.75	863.56	212.21	229.65	3,300.17
2018	2,101.77	897.51	324.82	260.01	3,584.11
2019	2,062.87	897.63	84.18	241.13	3,285.80
2020	2,109.15	876.40	245.27	321.62	3,308.27
2021	2,049.90	863.84	124.06	224.59	3,139.06
2006-2021 % Change	2.9%	-9.7%	-84.6%	18.6%	-20.4%
2006-2021 Compound Annual Growth Rate	0.2%	-0.4%	-14.0%	1.6%	-1.2%

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
2020	1,753.43	536.42	660.93	249.14	503.33	26.68	3,729.93
2021	1,656.39	402.35	688.36	246.96	518.11	26.25	3,538.43
2006 % Share	51.3%	13.2%	19.8%	8.0%	6.8%	0.9%	
2021 % Share	49.2%	11.9%	20.4%	7.3%	14.6%	0.8%	
2006-2021 % Change	17.1%	10.5%	26.0%	11.2%	174.5%	11.5%	28.2%
2006-2021 % Change		18.1%			82.2%		
2006-2019 Compound Annual Growth Rate	1.1%	0.7%	1.6%	0.7%	7.0%	0.7%	1.7%

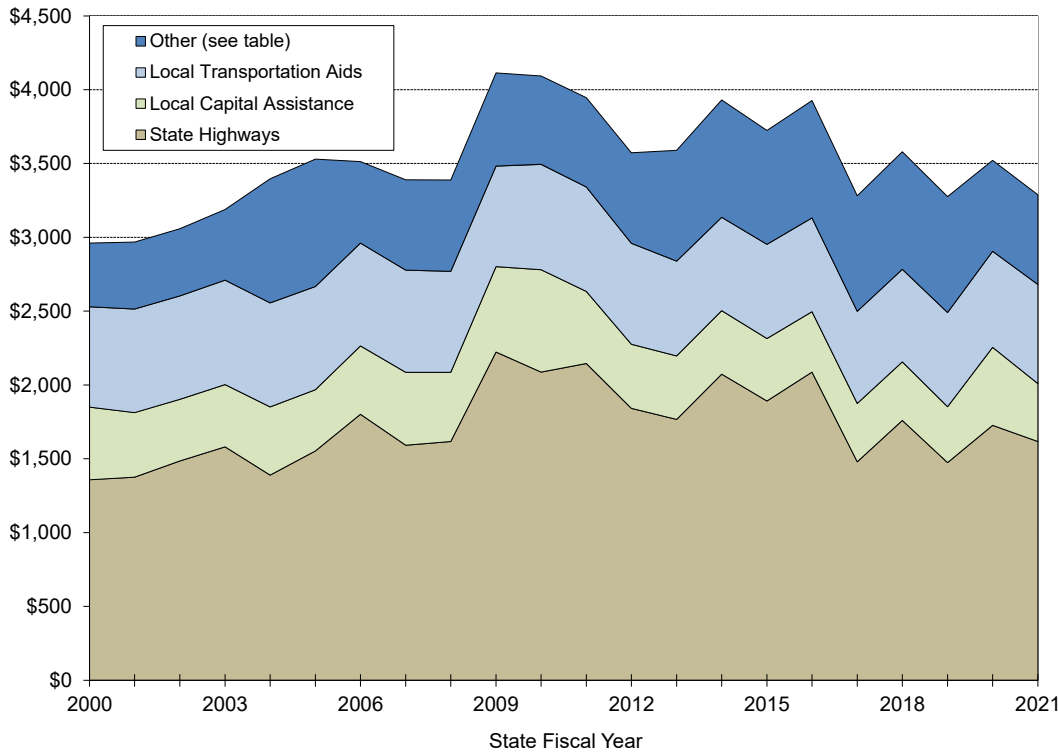
Note: "Debt Service" includes amounts for all TRB and GO issues; for further detail see Section 7, figures/tables 41 and 42.

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

Includes \$83.77 million in FY2009 and \$155.54 million in FY2010 of federal stimulus funds for local capital assistance, and \$297.23 million in FY2009 and \$91.38 million in FY2010 for state highways.

Section 3 State Transportation Budget Revenues & Appropriations

F-9: State Transportation Budget by Major Appropriation Category (constant 2019 dollars, millions)



T-9: State Transportation Budget by Major Appropriation Category (constant 2019 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	1,581.47	420.89	707.05	308.53	143.99	26.68	3,188.61
2004	1,389.89	461.89	704.35	305.18	156.08	378.98	3,396.38
2005	1,553.12	414.72	698.44	311.14	219.65	332.01	3,529.08
2006	1,801.00	463.72	695.34	282.66	240.28	29.97	3,512.98
2007	1,592.28	493.29	692.57	288.67	291.28	31.81	3,389.90
2008	1,617.15	468.99	683.14	296.34	291.79	30.41	3,387.81
2009	2,223.08	578.69	681.04	307.33	294.35	29.94	4,114.42
2010	2,087.25	693.68	713.20	265.60	302.28	29.70	4,091.69
2011	2,145.64	487.86	707.08	256.87	318.99	28.84	3,945.27
2012	1,842.13	434.00	683.51	269.37	315.87	27.95	3,572.82
2013	1,766.46	429.83	641.71	262.03	461.61	27.52	3,589.16
2014	2,072.86	430.43	631.74	260.16	507.48	27.78	3,930.44
2015	1,891.16	423.01	638.17	257.65	485.05	28.15	3,723.18
2016	2,087.47	409.18	635.23	255.34	509.80	28.23	3,925.24
2017	1,479.06	396.39	623.63	251.95	502.46	27.88	3,281.38
2018	1,760.02	396.26	626.78	251.17	517.31	27.30	3,578.84
2019	1,474.74	378.07	638.07	242.99	515.00	26.80	3,275.66
2020	1,726.30	528.12	650.70	245.28	343.81	26.27	3,460.00
2021	1,616.48	392.66	671.77	241.01	340.47	25.62	3,239.26
2006-2021 % Change	-10.2%	-15.3%	-3.4%	-14.7%	41.7%	-14.5%	-7.8%
2006-2021 Compound Annual Growth Rate	-0.7%	-1.1%	-0.2%	-1.1%	2.4%	-1.0%	-0.5%

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.

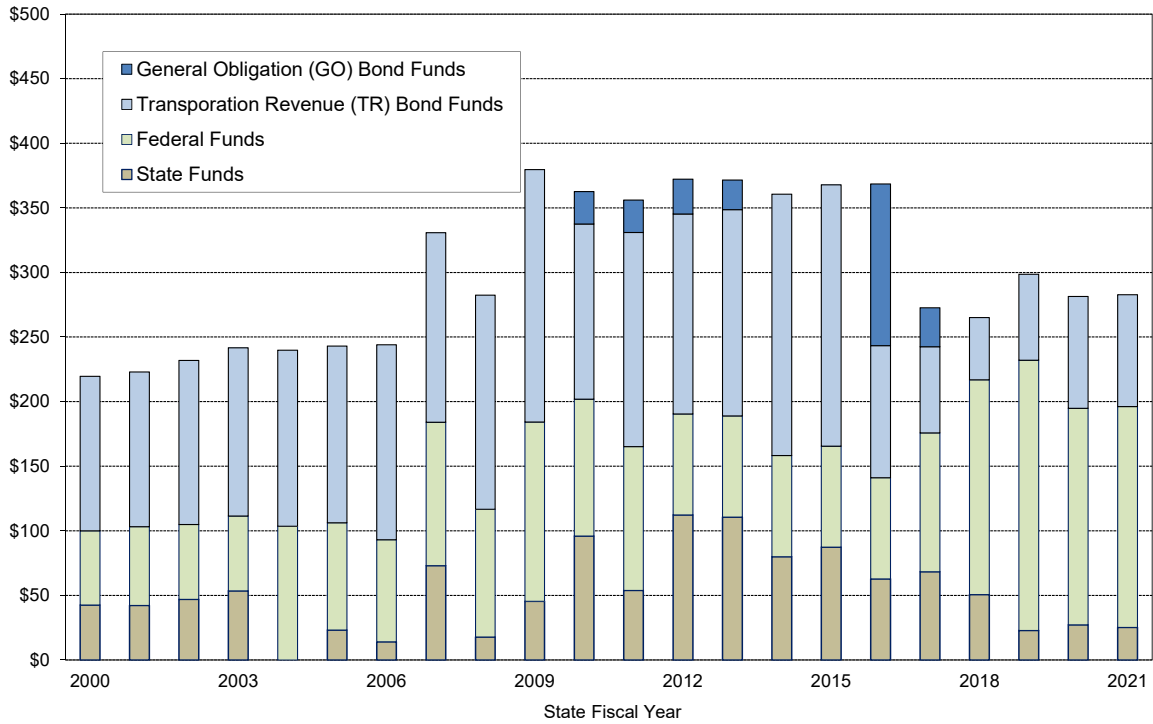
2011 Wisconsin Act 32 modified the definition of a major highway project to recognize two categories of major highway projects:

- 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.

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



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

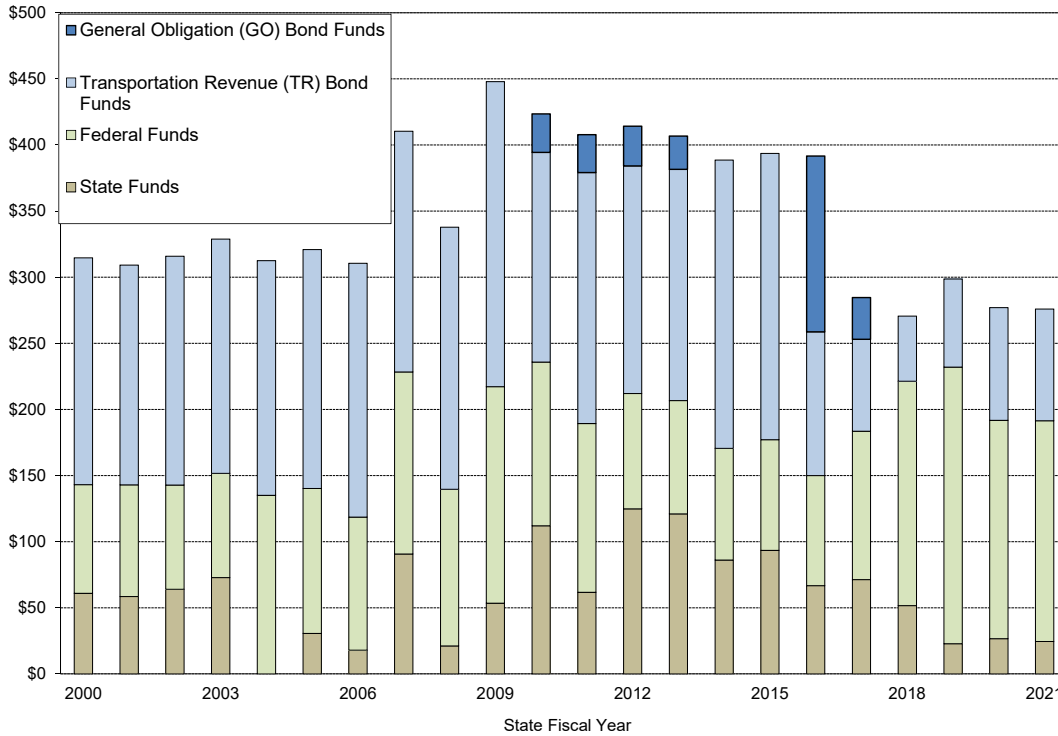
State Fiscal Year	Transportation Revenue (TR) Bond Funds	General Obligation (GO) Bond Funds	Federal Funds	State Funds	TOTAL
2000	119.63		57.33	42.55	219.51
2001	119.91		60.95	42.16	223.02
2002	127.04		57.95	46.94	231.93
2003	130.14		57.95	53.53	241.62
2004	136.17		103.53	-	239.70
2005	136.80		82.94	23.19	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
2020	86.59	-	167.70	27.11	281.40
2021	86.59	-	171.10	25.11	282.80
2006-2021 % Change	-42.6%	N/A	116.7%	77.6%	15.9%
2006-2021 Compound Annual Growth Rate	-3.6%	N/A	5.3%	3.9%	1.0%

Note: "Bond Funds" dollar amounts reported for FY2006 and FY2007 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 FY2008. 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 FY2008 from \$165.7 million to \$204.7 million and provided an additional \$20 million in federal funding in FY2008. Act 226 also formally increased the bond fund appropriation estimate for FY2009 to \$195.4 million and reduced state funding by \$28 million from the Act 20 amount.

Includes \$32.3 million in FY2009 and \$17.19 million in FY2010 of federal stimulus funds.

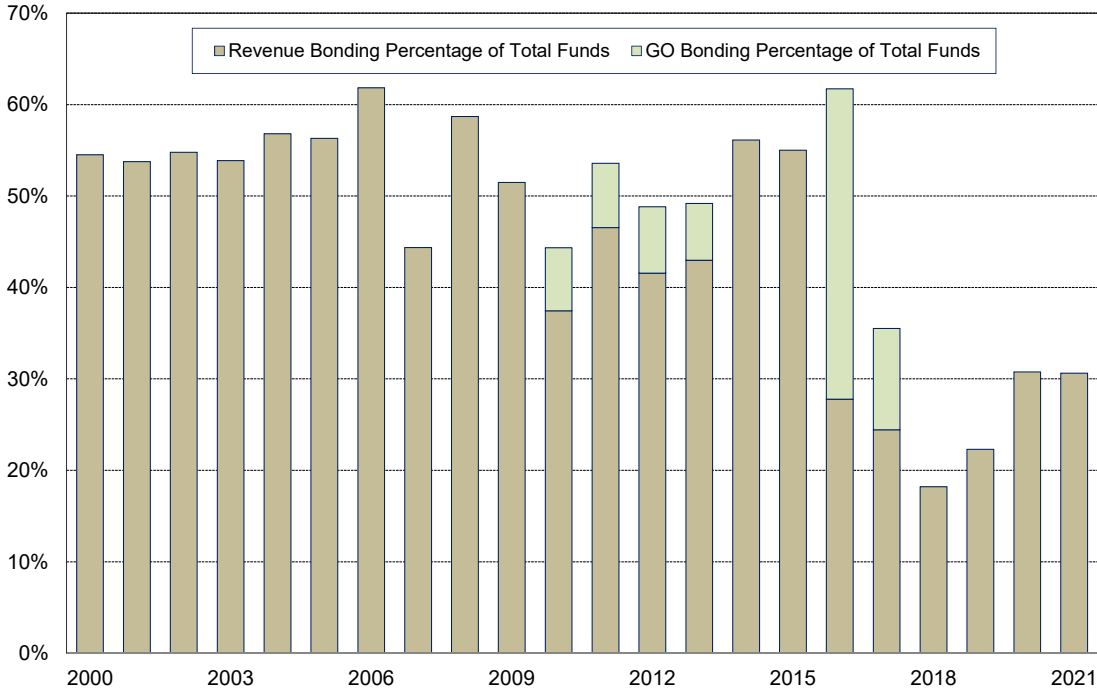
F-11: Major Highway Development by Source of Funds (constant 2019 dollars, millions)



T-11: Major Highway Development by Source of Funds (constant 2019 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	177.09	-	78.86	72.84	328.79
2004	177.56	-	135.00	-	312.56
2005	180.73	-	109.58	30.64	320.95
2006	192.02	-	100.54	18.00	310.55
2007	182.06	-	137.69	90.69	410.44
2008	198.29	-	118.41	21.18	337.88
2009	230.54	-	163.75	53.53	447.82
2010	158.57	29.21	123.71	112.07	423.57
2011	189.86	28.64	127.58	61.70	407.78
2012	172.20	30.05	87.10	124.86	414.21
2013	174.82	25.17	85.66	121.03	406.68
2014	218.04	-	84.35	86.18	388.57
2015	216.49	-	83.75	93.38	393.62
2016	108.82	132.88	83.20	66.73	391.63
2017	69.56	31.55	112.18	71.34	284.63
2018	49.23	-	169.61	51.73	270.57
2019	66.59	-	209.18	22.87	298.63
2020	85.25	-	165.11	26.69	277.05
2021	84.50	-	166.98	24.51	275.99
2006-2021 % Change	-56.0%	N/A	66.1%	36.2%	-3.8%
2006-2021 Compound Annual Growth Rate	-5.0%	N/A	3.2%	1.9%	-0.7%

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%
2020	30.8%	0.0%
2021	30.6%	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:

- Backbone rehabilitation
- State bridges
- Existing highways

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.

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.

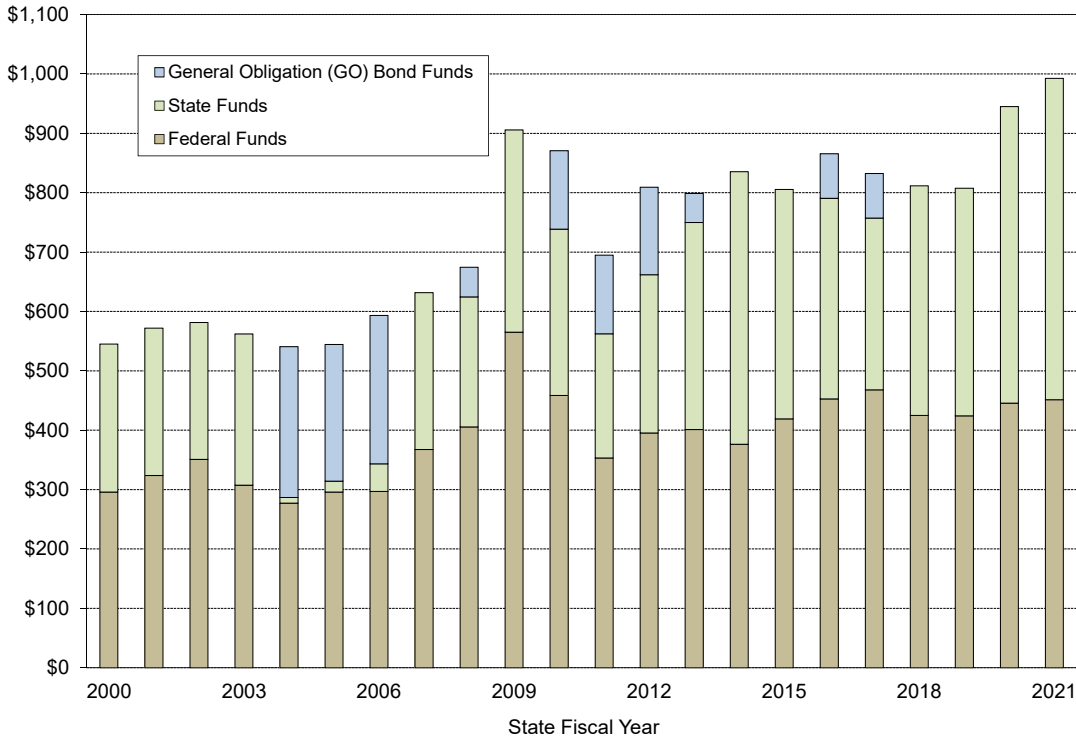
The program does not include bridges that can be effectively treated through routine repair, which is funded in the maintenance program.

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.

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)

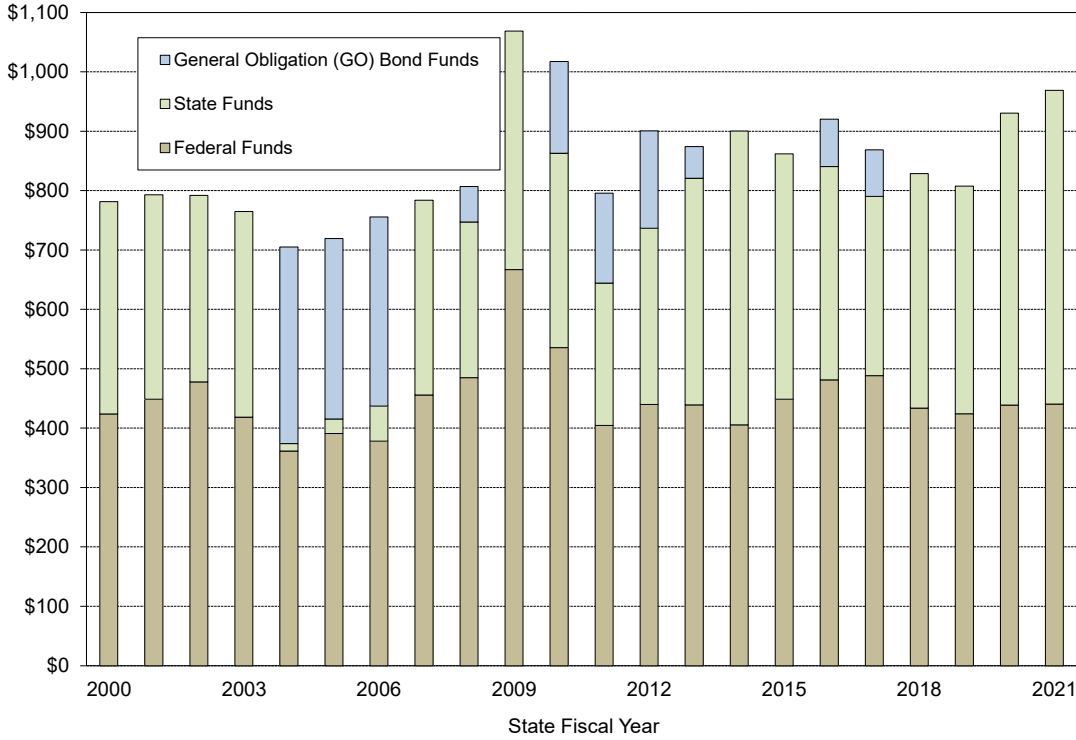
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000	249.41	295.76	-	545.17
2001	248.44	323.61	-	572.04
2002	230.48	350.83	-	581.31
2003	254.74	307.38	-	562.13
2004	9.78	277.03	253.90	540.71
2005	18.35	295.97	230.00	544.32
2006	46.58	296.87	250.00	593.45
2007	264.40	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
2020	499.44	445.72	-	945.16
2021	541.40	451.25	-	992.65
2006-2021 % Change	1062.3%	52.0%	-100.0%	67.3%
2006-2021 Compound Annual Growth Rate	17.8%	2.8%	-100.0%	3.5%

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 FY2008. 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 FY2008.

Includes \$160.4 million in FY2009 and \$60.37 million in FY2010 of federal stimulus funds

F-14: State Highway Rehabilitation by Source of Funds (constant 2019 dollars, millions)



T-14: State Highway Rehabilitation by Source of Funds (constant 2019 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	346.66	418.29	-	764.94
2004	12.76	361.24	331.08	705.07
2005	24.24	391.01	303.85	719.11
2006	59.30	377.92	318.25	755.47
2007	328.06	455.86	-	783.93
2008	262.17	485.04	59.82	807.03
2009	401.87	666.93	-	1,068.80
2010	327.27	535.59	154.64	1,017.50
2011	239.73	404.47	151.63	795.84
2012	296.60	439.97	163.99	900.57
2013	381.50	439.15	53.63	874.28
2014	494.80	405.48	-	900.28
2015	413.50	448.51	-	862.01
2016	359.30	481.31	79.73	920.34
2017	301.95	488.44	78.28	868.67
2018	395.03	433.60	-	828.63
2019	383.60	424.04	-	807.65
2020	491.71	438.83	-	930.54
2021	528.35	440.38	-	968.73
2006-2021 % Change	791.0%	16.5%	-100.0%	28.2%
2006-2021 Compound Annual Growth Rate	15.7%	1.0%	-100.0%	1.7%

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.

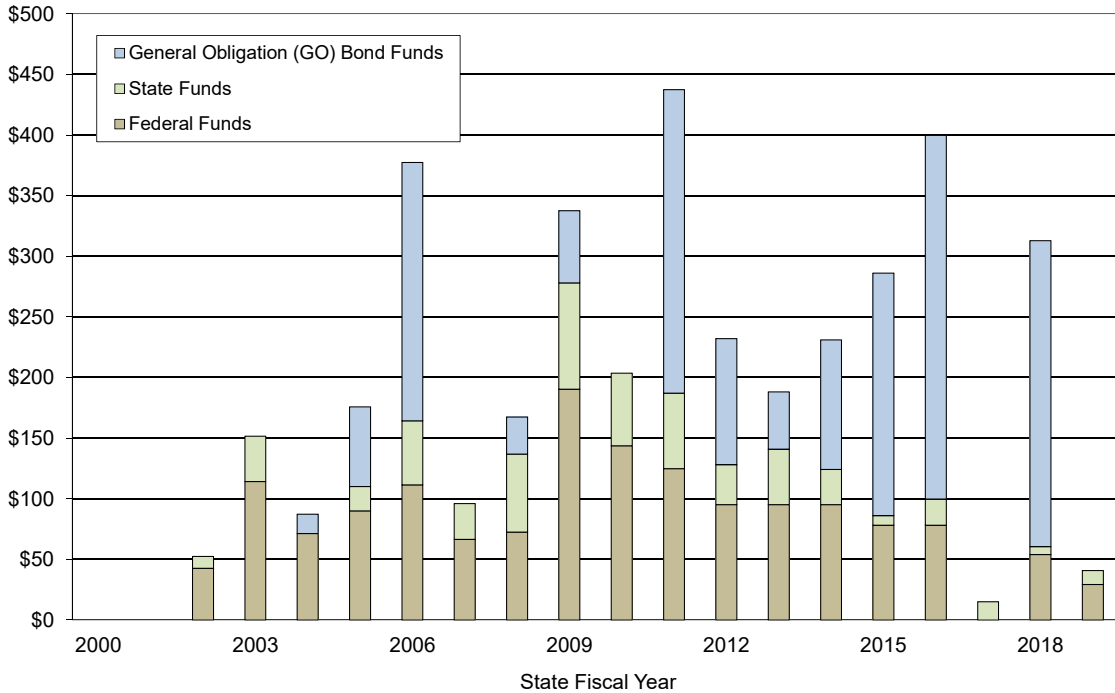
2007 Wisconsin Act 20 included the I-94 North-South Corridor and the Zoo Interchange in a list of projects approved for construction, as required under Section 84.014 (5M) Wis. Stats. Under current law statutory enumeration is required prior to any capacity expansion project on the Southeastern Wisconsin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

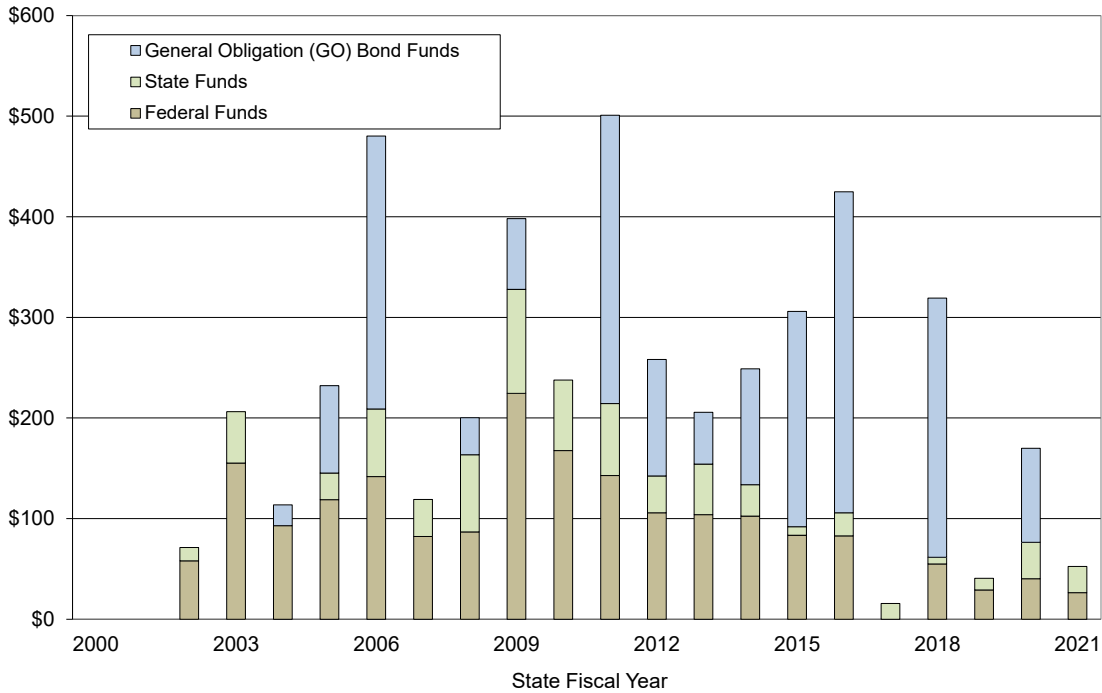
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002	9.72	42.61	-	52.33
2003	37.47	114.13	-	151.60
2004	-	71.32	15.92	87.24
2005	20.00	90.01	65.66	175.66
2006	52.73	111.45	213.10	377.29
2007	29.62	66.37	-	95.99
2008	64.26	72.49	30.60	167.35
2009	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
2020	36.66	41.01	95.00	172.66
2021	26.66	27.08	-	53.74
2006-2021 % Change	-49.4%	-75.7%	-100.0%	-85.8%
2006-2021 Compound Annual Growth Rate	-4.4%	-9.0%	-100.0%	-12.2%

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 FY2002 and \$62.4 million in FY2003 for the Marquette Interchange reconstruction project. These one-time payments are included in figure/table 14.1.

Includes \$104.53 million in FY2009 and \$13.82 million in FY2010 of federal stimulus funds.

The Southeast Wisconsin Freeway program was eliminated effective June 30, 2011. Appropriations for FY2012 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 2019 dollars, millions)



T-14.2: Southeast Wisconsin Freeway Rehabilitation by Source of Funds (constant 2019 dollars, millions)

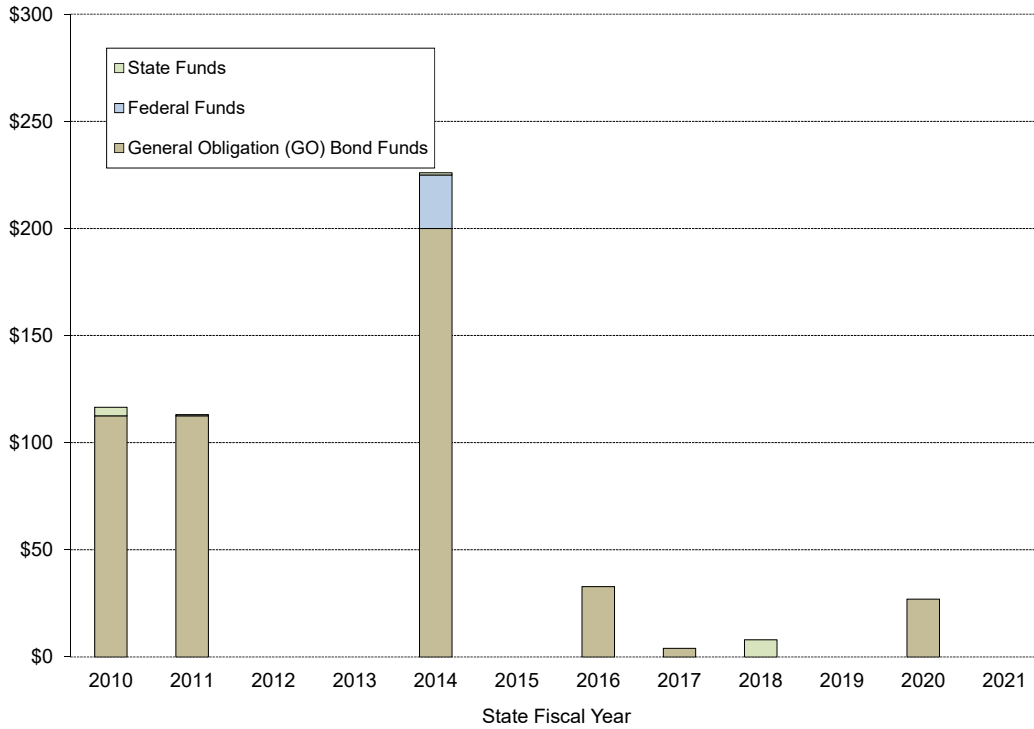
State Fiscal Year	State Funds	Federal Funds	General Obligation (GO) Bond Funds	TOTAL
2000				
2001				
2002	13.23	58.04	-	71.27
2003	50.99	155.30	-	206.29
2004	-	93.00	20.76	113.76
2005	26.42	118.91	86.74	232.07
2006	67.13	141.88	271.28	480.29
2007	36.75	82.35	-	119.10
2008	76.88	86.73	36.61	200.22
2009	103.43	224.45	70.32	398.20
2010	70.04	167.72	-	237.77
2011	71.37	142.90	286.70	500.96
2012	36.69	105.79	115.75	258.23
2013	50.07	104.04	51.66	205.77
2014	31.20	102.44	115.32	248.96
2015	8.50	83.52	214.02	306.04
2016	22.90	82.97	318.92	424.79
2017	15.66	-	-	15.66
2018	6.62	55.01	257.64	319.27
2019	11.66	29.14	-	40.80
2020	36.09	40.37	93.53	162.89
2021	26.02	26.42	-	50.27
2006-2019 % Change	-61.2%	-81.4%	-100.0%	-89.5%
2006-2019 Compound Annual Growth Rate	-6.1%	-10.6%	-100.0%	-14.0%

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.

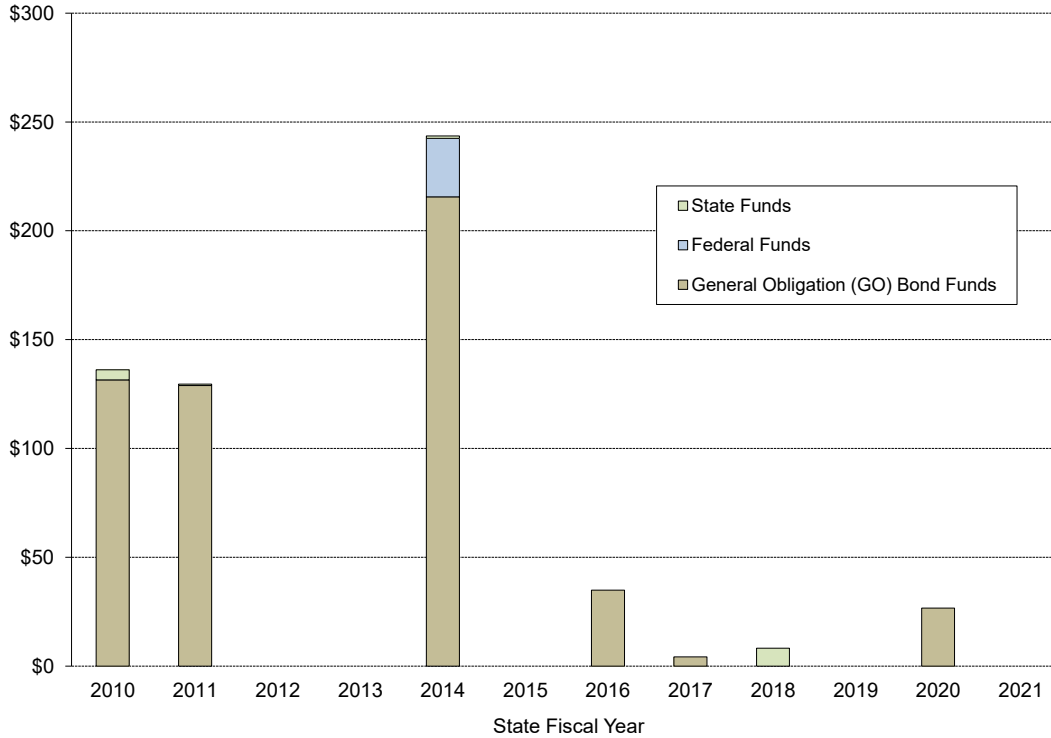
F-14.3: Major Interstate and High-Cost Bridge Construction by Source of Funds (nominal dollars, millions)



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	-	-	-	-
2020	-	-	27.00	27.00
2021	-	-	-	-
2006-2021 % Change	N/A	N/A	N/A	N/A
2006-2021 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 2019 dollars, millions)



T-14.4: Major Interstate and High-Cost Bridge Construction by Source of Funds (constant 2019 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	4.68	-	131.44	136.12
2011	0.69	-	128.88	129.58
2012	-	-	-	-
2013	-	-	-	-
2014	1.08	26.94	215.55	243.57
2015	-	-	-	-
2016	-	-	34.87	34.87
2017	-	-	4.17	4.17
2018	8.17	-	-	8.17
2019	-	-	-	-
2020	-	-	26.58	26.58
2021	-	-	-	-
2006-2021 % Change	N/A	N/A	N/A	N/A
2006-2021 Compound Annual Growth Rate	N/A	N/A	N/A	N/A

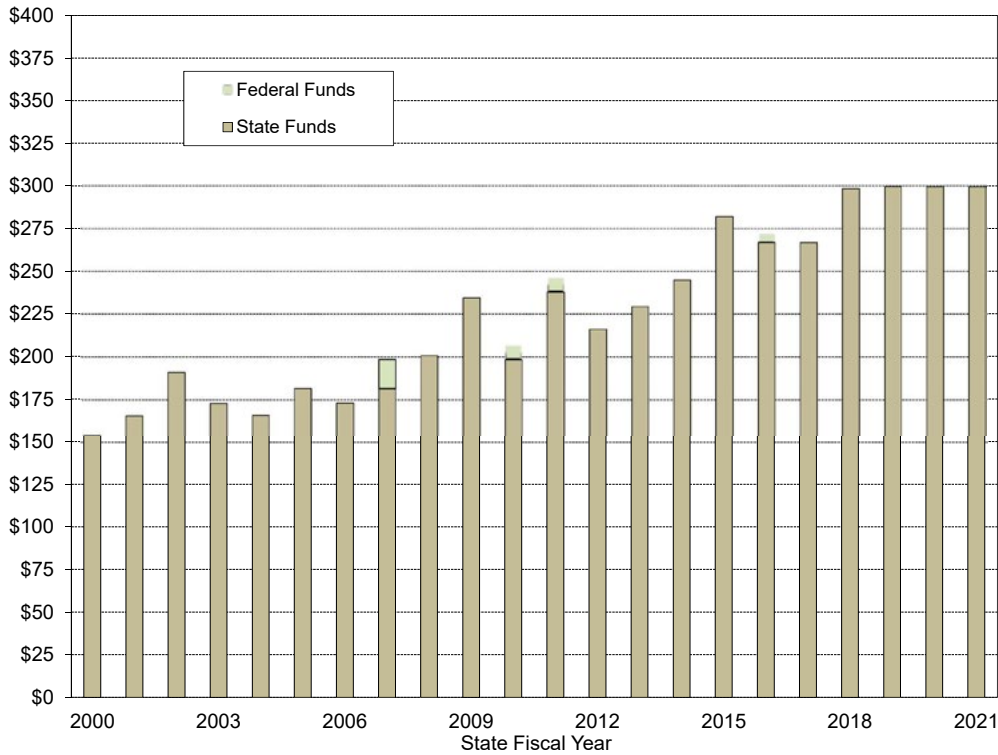
State Highway Maintenance, Repair, and Traffic Operations Description

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 to enhance 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, dynamic 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
2020	299.22	1.10	300.33
2021	299.22	1.10	300.33
2006-2021 % Change	72.8%	0.1%	72.3%
2006-2021 Compound Annual Growth Rate	3.7%	0.0%	3.7%

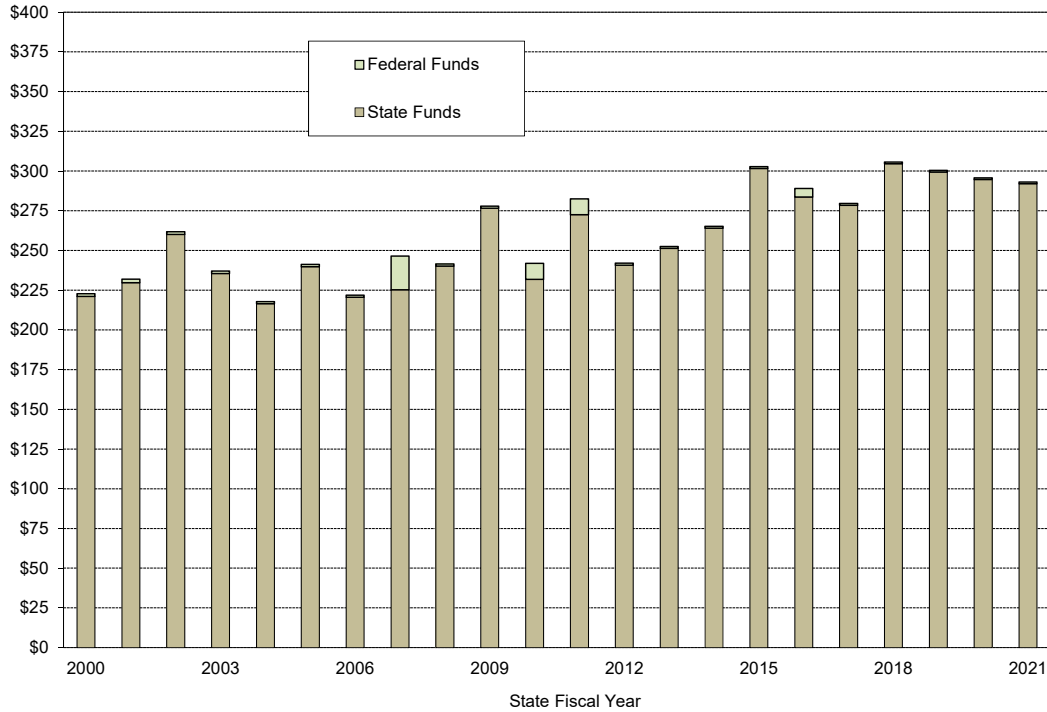
Note: In 2002, a one-time transfer of \$27 million from State Highway Rehabilitation to State Highway Operations occurred as part of 2001 Wisconsin Act 16. The transfer was related to statutory definition changes of highway maintenance and rehabilitation that mandated activities such as pavement marking, 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 FY2006.

Beginning in FY2014, 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 this data are local and program revenue funds amounting to less than \$3 million annually.

F-16: Highway Maintenance, Repair and Traffic Operations (constant 2019 dollars, millions)



T-16: Highway Maintenance, Repair, and Traffic Operations (constant 2019 dollars, millions)

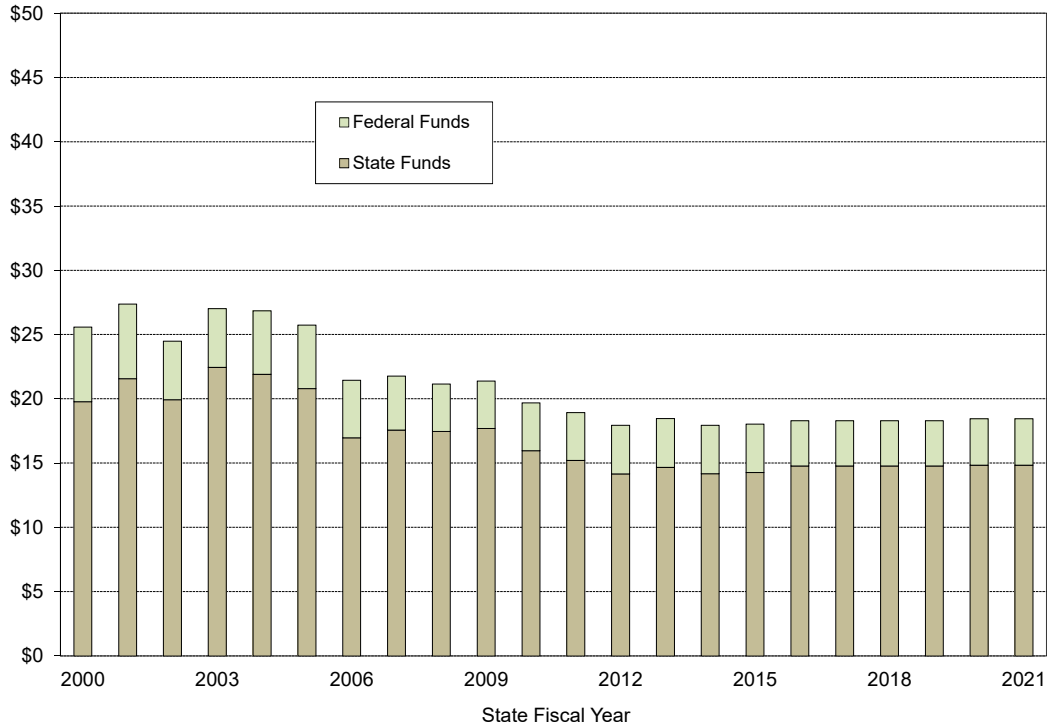
State Fiscal Year	State Funds	Federal Funds	Total
2000	221.05	1.71	222.76
2001	229.66	2.31	231.97
2002	260.08	1.63	261.71
2003	235.44	1.62	237.07
2004	216.50	1.32	217.82
2005	239.79	1.46	241.25
2006	220.46	1.40	221.87
2007	225.20	21.22	246.42
2008	240.21	1.32	241.53
2009	276.61	1.30	277.91
2010	231.76	10.05	241.82
2011	272.54	9.86	282.40
2012	240.74	1.23	241.97
2013	251.25	1.21	252.46
2014	264.00	1.19	265.19
2015	301.60	1.18	302.78
2016	283.60	5.42	289.02
2017	278.46	1.15	279.61
2018	304.55	1.12	305.68
2019	299.34	1.10	300.44
2020	294.59	1.09	295.68
2021	292.01	1.08	293.09
2006-2021 % Change	32.5%	-23.3%	32.1%
2006-2021 Compound Annual Growth Rate	1.9%	-1.7%	1.9%

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.

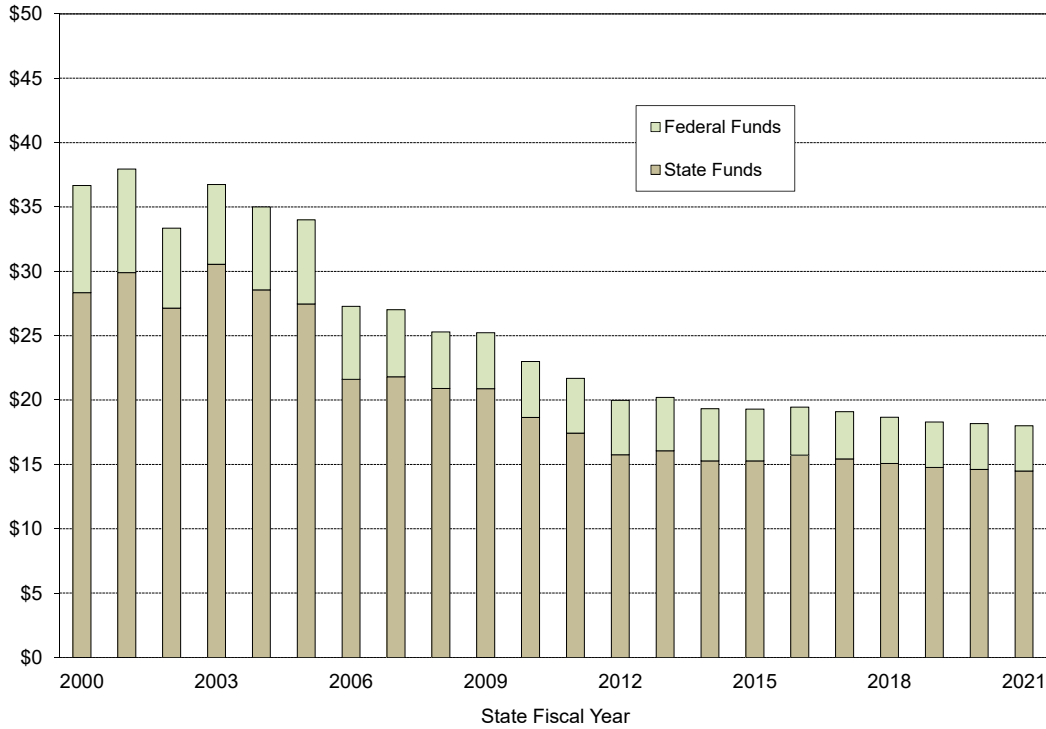
F-16A: State Highway Administration and Planning (nominal dollars, millions)



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
2020	14.84	3.61	18.45
2021	14.84	3.61	18.45
2006-2021 % Change	-12.5%	-19.2%	-13.9%
2006-2021 Compound Annual Growth Rate	-0.9%	-1.4%	-1.0%

F-16B: State Highway Administration and Planning (constant 2019 dollars, millions)



T-16B: State Highway Administration and Planning (constant 2019 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	30.55	6.20	36.75
2004	28.55	6.45	35.00
2005	27.47	6.53	34.01
2006	21.60	5.68	27.29
2007	21.80	5.21	27.01
2008	20.90	4.40	25.30
2009	20.88	4.34	25.22
2010	18.65	4.34	23.00
2011	17.43	4.26	21.68
2012	15.76	4.21	19.97
2013	16.06	4.14	20.20
2014	15.27	4.06	19.32
2015	15.27	4.03	19.29
2016	15.71	3.74	19.45
2017	15.43	3.67	19.10
2018	15.07	3.59	18.67
2019	14.77	3.52	18.29
2020	14.61	3.55	18.17
2021	14.49	3.52	18.01
2006-2021 % Change	-33.0%	-38.0%	-34.0%
2006-2021 Compound Annual Growth Rate	-2.6%	-3.1%	-2.7%

SECTION 5

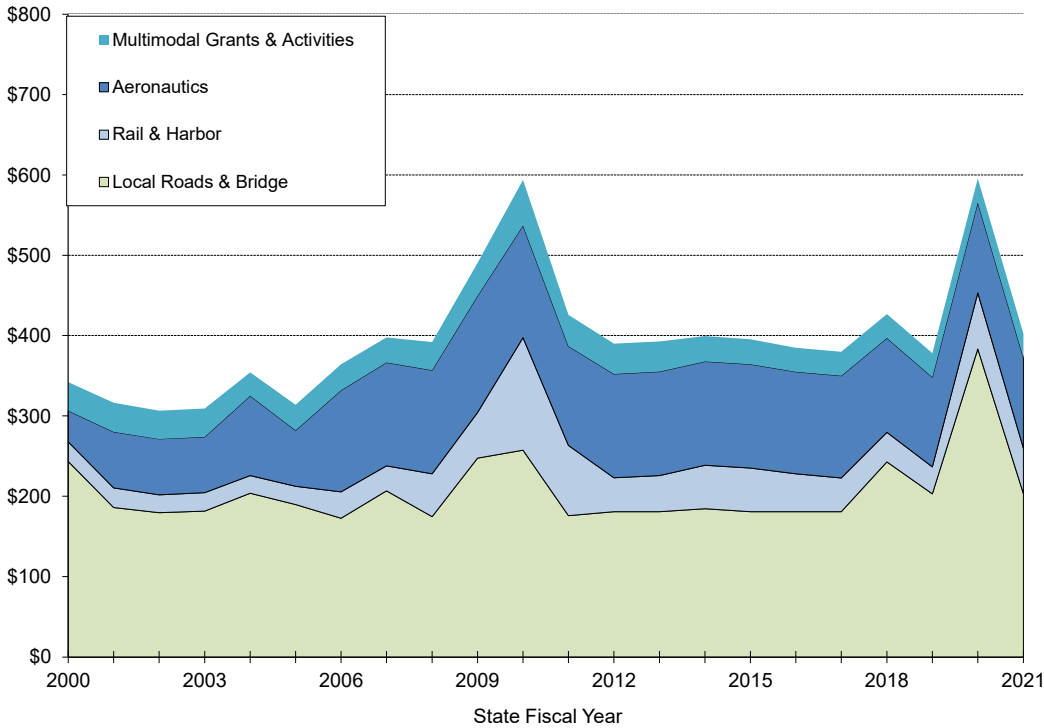
Appropriations for Local Transportation Capital Assistance

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)

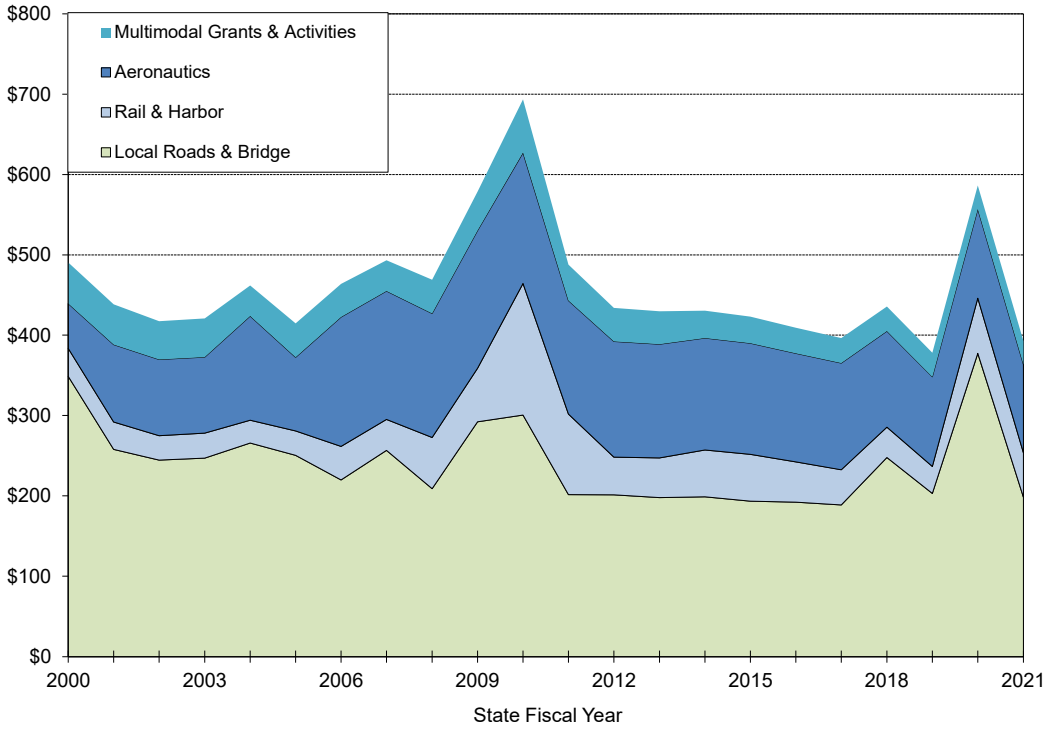
State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	243.36	24.28	38.94	35.58	342.15
2001	186.05	24.49	69.59	36.19	316.31
2002	179.59	22.31	69.51	35.01	306.43
2003	181.51	22.90	69.45	35.44	309.30
2004	203.73	21.94	99.30	29.25	354.22
2005	189.65	22.84	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	242.76	36.90	117.25	29.90	426.80
2019	203.13	33.50	111.55	29.90	378.08
2020	383.22	69.89	112.54	29.90	595.55
2021	203.22	56.69	112.54	29.90	402.35
2006-2021 % Change	17.7%	73.4%	-11.0%	-7.5%	10.5%
2006-2021 Compound Annual Growth Rate	1.1%	3.7%	-0.8%	-0.5%	0.7%

Note: The Aeronautics program received base increases in FY2001 and FY2006 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 FY2009 and \$155.54 million in FY2010 of federal stimulus funds for local capital assistance.

F-18: Local Transportation Capital Assistance (constant 2019 dollars, millions)



T-18: Local Transportation Capital Assistance (constant 2019 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	247.00	31.17	94.50	48.22	420.89
2004	265.66	28.61	129.48	38.14	461.89
2005	250.55	30.17	91.82	42.17	414.72
2006	219.88	41.63	161.05	41.17	463.72
2007	256.62	38.47	159.76	38.44	493.29
2008	208.92	63.70	154.50	41.86	468.99
2009	292.15	66.84	171.23	48.46	578.69
2010	300.63	163.76	162.90	66.39	693.68
2011	201.49	100.27	141.28	44.82	487.86
2012	201.24	46.98	143.91	41.87	434.00
2013	197.90	49.29	141.46	41.18	429.83
2014	198.75	58.29	139.25	34.14	430.43
2015	193.49	58.20	138.26	33.06	423.01
2016	192.22	50.09	135.08	31.78	409.18
2017	188.73	43.83	132.63	31.21	396.39
2018	247.80	37.67	119.68	30.52	435.66
2019	203.13	33.50	111.55	29.90	378.08
2020	377.29	68.81	110.80	29.44	586.34
2021	198.32	55.33	109.83	29.18	392.66
2006-2021 % Change	-9.8%	32.9%	-31.8%	-29.1%	-15.3%
2006-2021 Compound Annual Growth Rate	-0.7%	1.9%	-2.5%	-2.3%	-1.1%

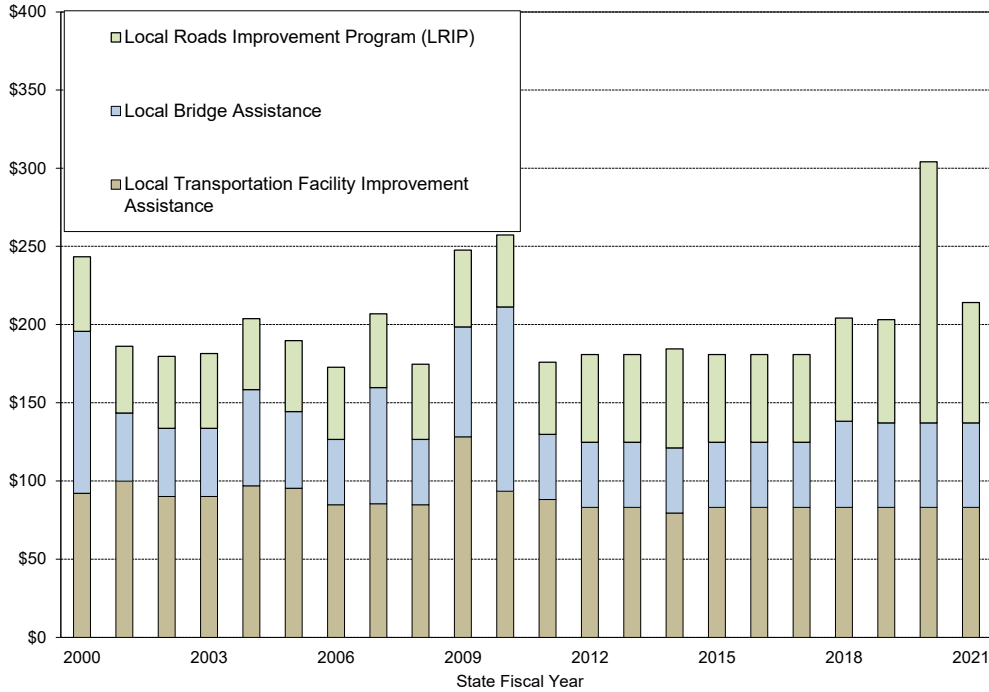
Local Roads and Bridge Assistance Programs Description

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.

2019 Wisconsin Act 9 provided \$90.0 million GPR in FY2020 to a newly created GPR appropriation to fund local government projects that would be eligible for funding under the LRIP-Discretionary program.

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



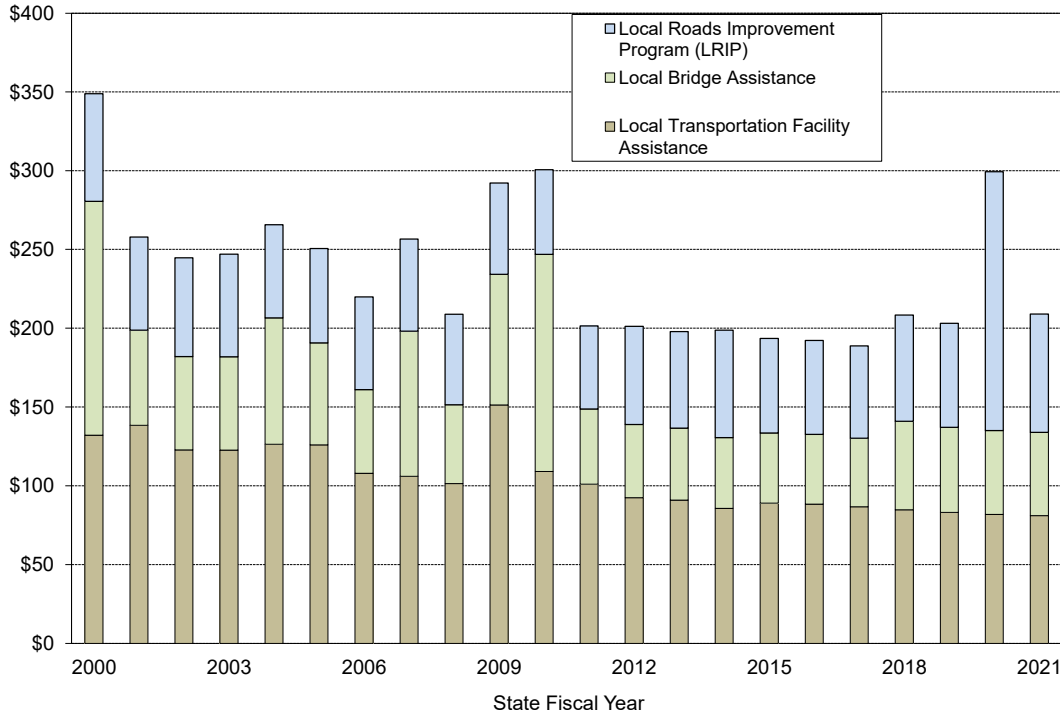
T-19: Local Roads & Bridge Assistance (nominal dollars, millions)

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
2020	83.10	54.05	166.93	304.08
2021	83.10	54.05	76.93	214.08
2006-2021 % Change	-1.9%	29.5%	66.4%	23.9%
2006-2021 Compound Annual Growth Rate	-0.1%	1.7%	3.5%	1.4%

Note: Year-to-year changes in funding can be project specific. For example, FY2000 Local Bridge Assistance data reflects funding of \$51 million for the 6th Street Viaduct in Milwaukee; and FY2001 includes \$8 million in federal funds for Local Roads for Job Preservation.

Includes \$20.48 million in FY2009 and \$74.74 million in FY2010 of federal stimulus funds for local bridge assistance, and \$32.89 million in FY2009 and \$0.47 million in FY2010 of stimulus funds for other local road assistance.

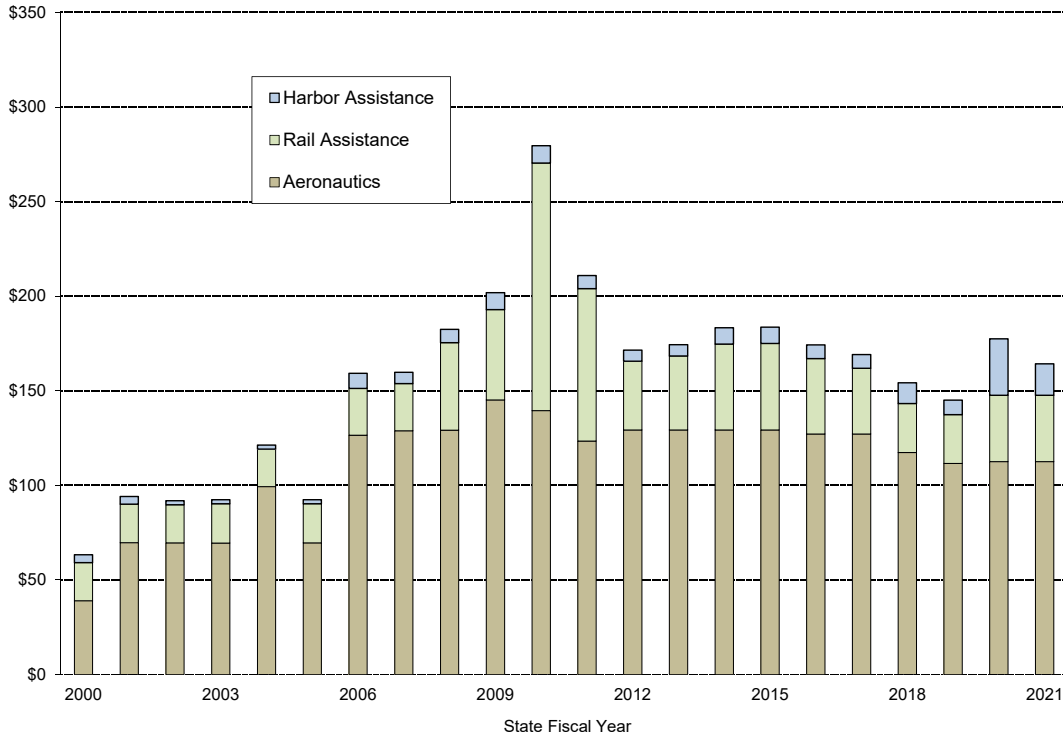
F-20: Local Roads and Bridge Assistance (constant 2019 dollars, millions)



T-20: Local Roads and Bridge Assistance (constant 2019 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	122.58	59.26	65.17	247.00
2004	126.36	80.18	59.12	265.66
2005	125.94	64.71	59.90	250.55
2006	107.89	53.13	58.87	219.88
2007	105.98	92.11	58.53	256.62
2008	101.39	49.96	57.56	208.92
2009	151.30	82.95	57.90	292.15
2010	109.08	137.73	53.82	300.63
2011	100.97	47.74	52.78	201.49
2012	92.49	46.35	62.40	201.24
2013	90.95	45.59	61.36	197.90
2014	85.68	44.89	68.18	198.75
2015	88.92	44.57	60.00	193.49
2016	88.34	44.28	59.60	192.22
2017	86.73	43.48	58.52	188.73
2018	84.80	56.16	67.44	208.39
2019	83.08	53.99	66.07	203.13
2020	81.82	53.21	164.35	299.38
2021	81.10	52.75	75.08	208.93
2006-2021 % Change	-24.8%	-0.7%	27.5%	-5.0%
2006-2021 Compound Annual Growth Rate	-1.9%	-0.0%	1.6%	-0.3%

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



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

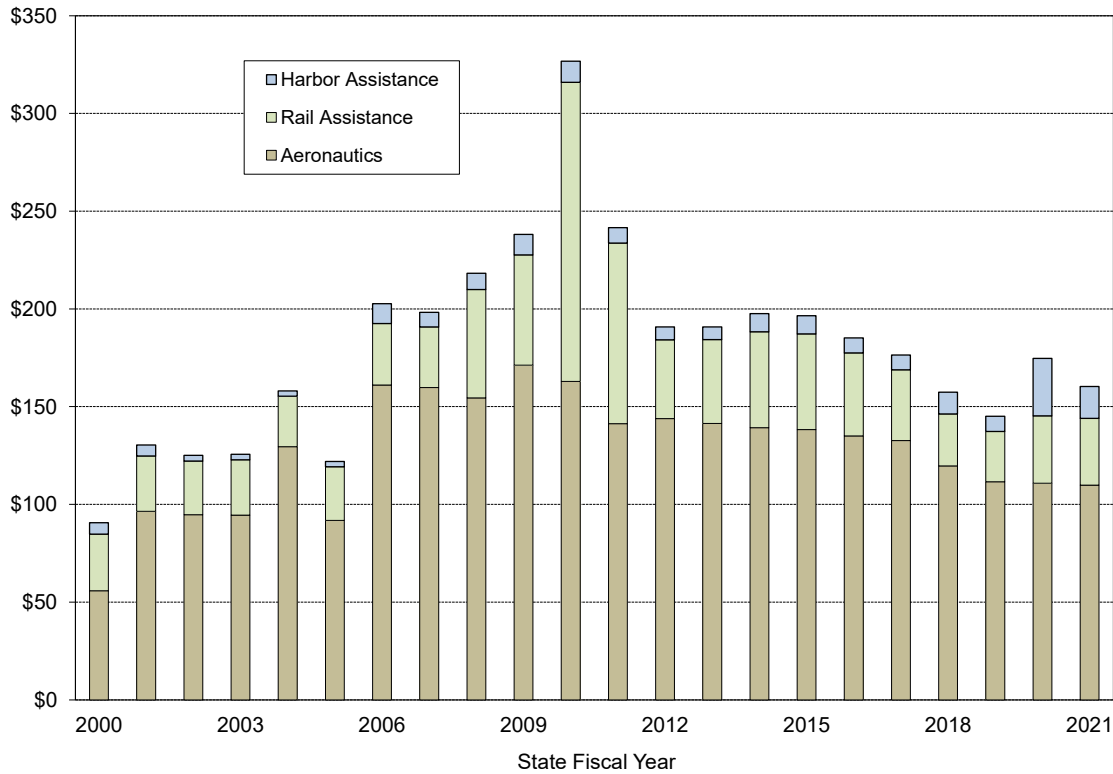
State Fiscal Year	Aeronautics	Rail Assistance	Harbor Assistance	TOTAL
2000	38.94	20.19	4.09	63.21
2001	69.59	20.39	4.09	94.07
2002	69.51	20.21	2.09	91.82
2003	69.45	20.81	2.09	92.35
2004	99.30	19.84	2.10	121.24
2005	69.50	20.74	2.10	92.34
2006	126.51	24.70	8.00	159.21
2007	128.76	25.00	6.01	159.76
2008	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
2020	112.54	35.04	29.85	177.44
2021	112.54	35.04	16.65	164.24
2006-2021 % Change	-11.0%	41.9%	108.1%	3.2%
2006-2021 Compound Annual Growth Rate	-0.8%	2.4%	5.0%	0.2%

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 FY2009 and \$10.12 million in FY2010 of federal stimulus funds for aeronautics assistance, \$42 million in FY2010 of stimulus funds for passenger rail assistance and \$1.8 million in FY2010 of stimulus funds for harbor assistance.

2019 Wisconsin Act 9 required the Department to give priority to a shipbuilder in the state and provide up to \$29.0 million of the 2019 – 21 allocated for this purpose.

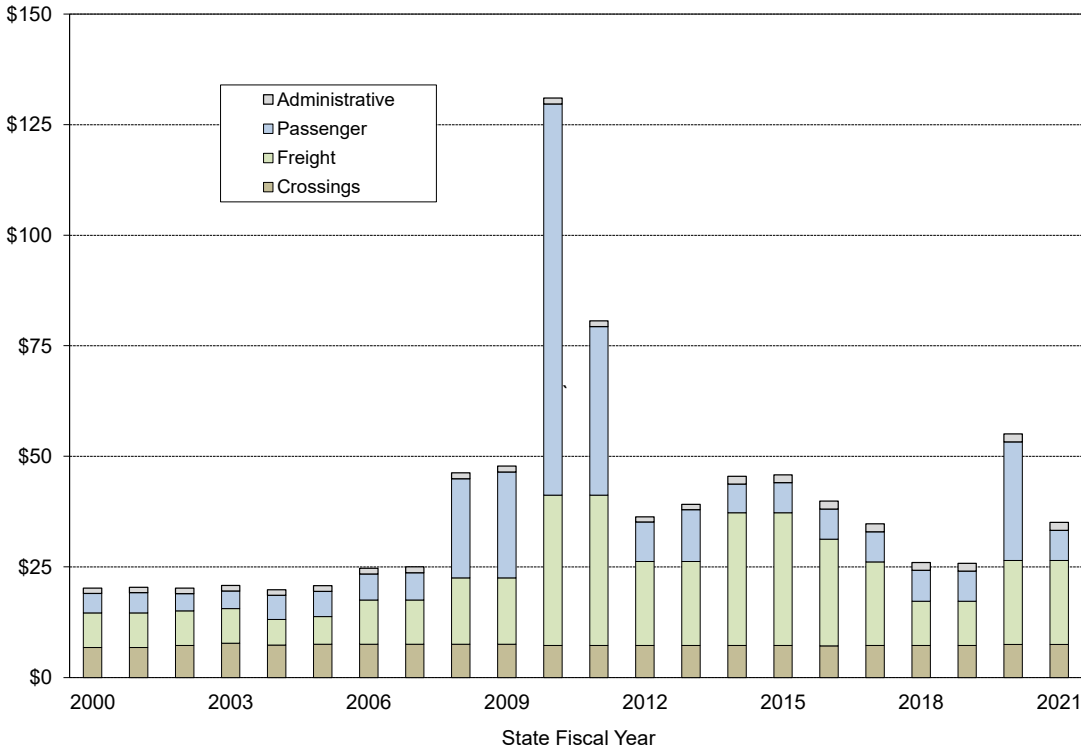
F-22: Aeronautics, Rail, and Harbor Assistance (constant 2019 dollars, millions)



T-22: Aeronautics, Rail, and Harbor Assistance (constant 2019 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	94.50	28.32	2.85	125.67
2004	129.48	25.87	2.74	158.09
2005	91.82	27.40	2.77	121.99
2006	161.05	31.44	10.19	202.67
2007	159.76	31.02	7.45	198.23
2008	154.50	55.37	8.33	218.20
2009	171.23	56.38	10.46	238.07
2010	162.90	153.04	10.72	326.66
2011	141.28	92.35	7.92	241.55
2012	143.84	40.39	6.59	190.82
2013	141.46	42.81	6.48	190.75
2014	139.25	49.02	9.27	197.54
2015	138.26	49.00	9.20	196.46
2016	135.08	42.38	7.71	185.17
2017	132.63	36.26	7.57	176.45
2018	119.68	26.54	11.13	157.34
2019	111.55	25.79	7.70	145.04
2020	110.80	34.50	29.39	174.69
2021	109.83	34.20	16.25	160.28
2006-2021 % Change	-31.8%	8.8%	59.5%	-20.9%
2006-2021 Compound Annual Growth Rate	-2.5%	0.6%	3.2%	-1.6%

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
2020	7.47	19.00	26.80	1.78	55.04
2021	7.47	19.00	6.80	1.78	35.04
2006-2021 % Change	-0.4%	90.0%	15.6%	35.0%	41.9%
2006-2021 Compound Annual Growth Rate	-0.0%	4.4%	1.0%	2.0%	2.4%

Note: The passenger program levels for 2008 through 2011 reflect increases in bond authorizations for the program. 2007 Wisconsin Act 20 (FY2008, FY2009) included \$32 million in increased authority (split evenly between FY2008 and FY2009 in the table). 2009 Wisconsin Act 28 included \$40 million in increased bonding authority.

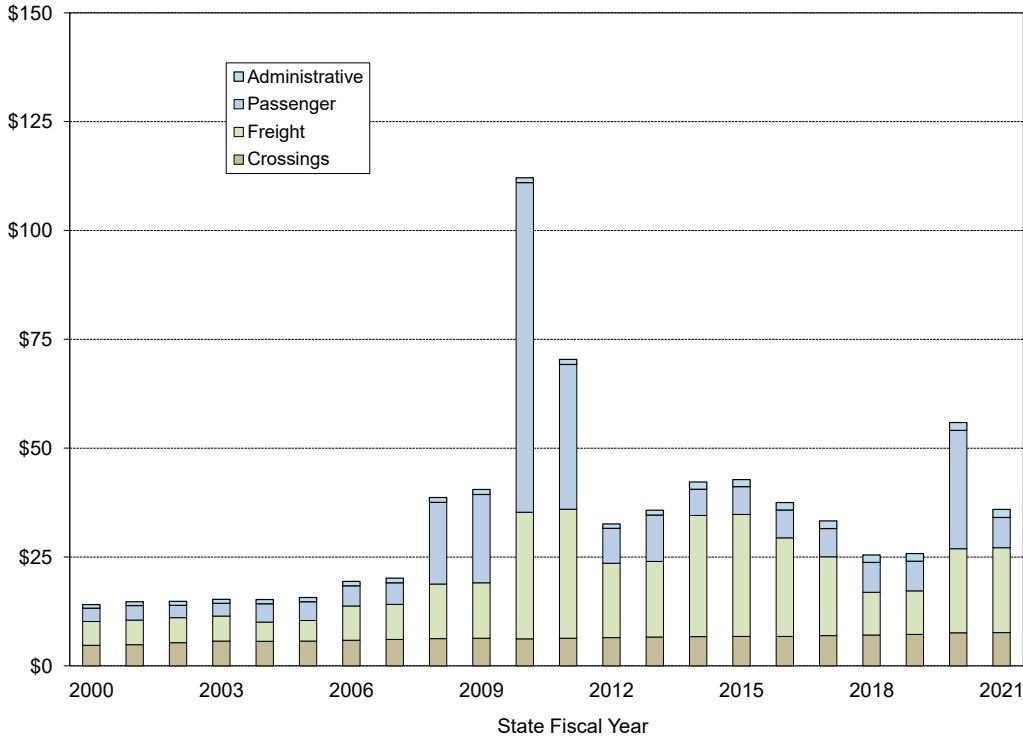
Includes \$42 million in FY2010 of federal stimulus funds for passenger rail assistance.

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), \$68.9 million for the purchase of locomotives, and \$8 million for the passenger concourse at the MIS.

2019 Wisconsin Act 9 provided \$10 million in General Fund supported GO bond authority for passenger rail route development. The Act also provided \$25.0 million SEG in FY2020.

Joint Finance Committee on October 31, 2019 approved \$8,248,100 in General Fund supported GO bond authority for passenger rail costs.

F-24: Rail Assistance (constant 2019 dollars, millions)



T-24: Rail Assistance (constant 2019 dollars, millions)

State Fiscal Year	Crossings	Freight	Passenger	Administrative	TOTAL
2000	4.71	5.46	3.06	0.85	14.08
2001	4.87	5.65	3.31	0.89	14.71
2002	5.32	5.75	2.83	0.93	14.84
2003	5.69	5.75	2.92	0.92	15.29
2004	5.63	4.41	4.20	0.98	15.22
2005	5.68	4.73	4.33	0.97	15.70
2006	5.89	7.86	4.62	1.03	19.40
2007	6.04	8.06	4.98	1.06	20.15
2008	6.27	12.54	18.76	1.12	38.68
2009	6.36	12.71	20.30	1.13	40.50
2010	6.20	29.10	75.70	1.11	112.11
2011	6.32	29.68	33.24	1.12	70.36
2012	6.50	17.07	8.00	1.04	32.61
2013	6.61	17.36	10.68	1.09	35.74
2014	6.71	27.84	6.03	1.63	42.21
2015	6.76	28.04	6.35	1.64	42.79
2016	6.74	22.67	6.40	1.70	37.50
2017	6.93	18.11	6.52	1.73	33.29
2018	7.09	9.80	6.86	1.73	25.47
2019	7.23	10.00	6.80	1.76	25.79
2020	7.58	19.30	27.22	1.80	55.91
2021	7.65	19.47	6.97	1.82	35.91
2006-2021 % Change	29.9%	147.8%	50.8%	76.1%	85.1%
2006-2021 Compound Annual Growth Rate	1.8%	6.2%	2.8%	3.8%	4.2%

Multimodal Grants and Activities Description

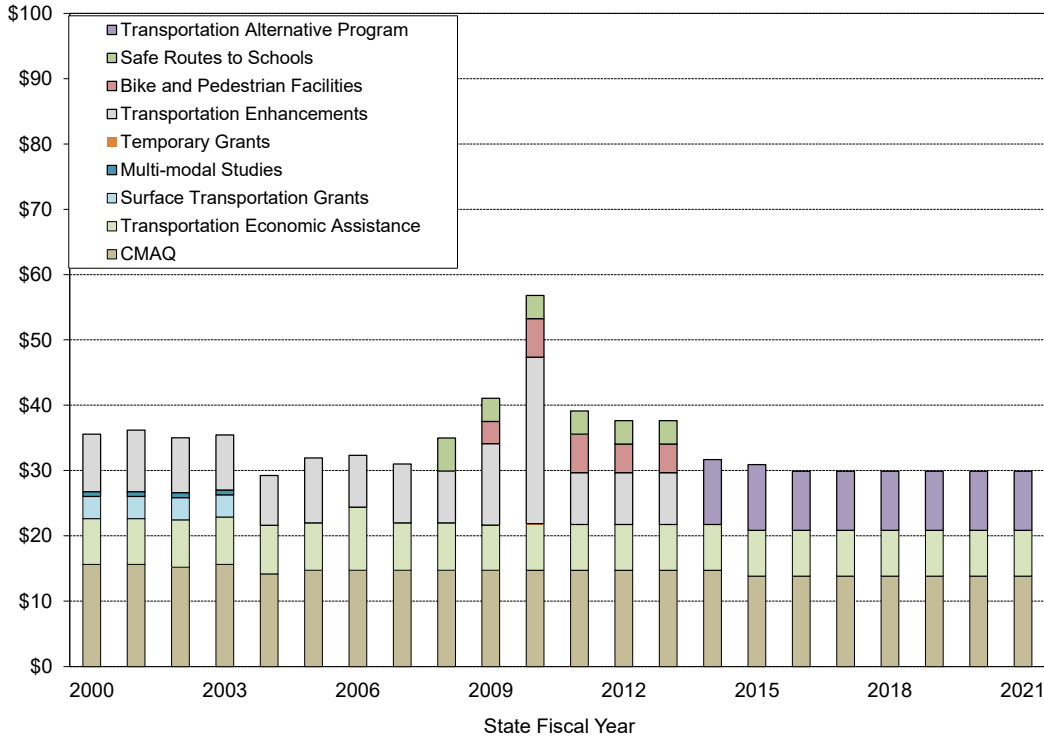
This category of assistance includes funds that are not earmarked for a specific transportation mode. It includes the following programs:

- 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 (BPPF); 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 TE and SRTS programs. To reflect this federal change, 2013 Wisconsin Act 20 eliminated the state TE and SRTS programs, and the BPPF (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)

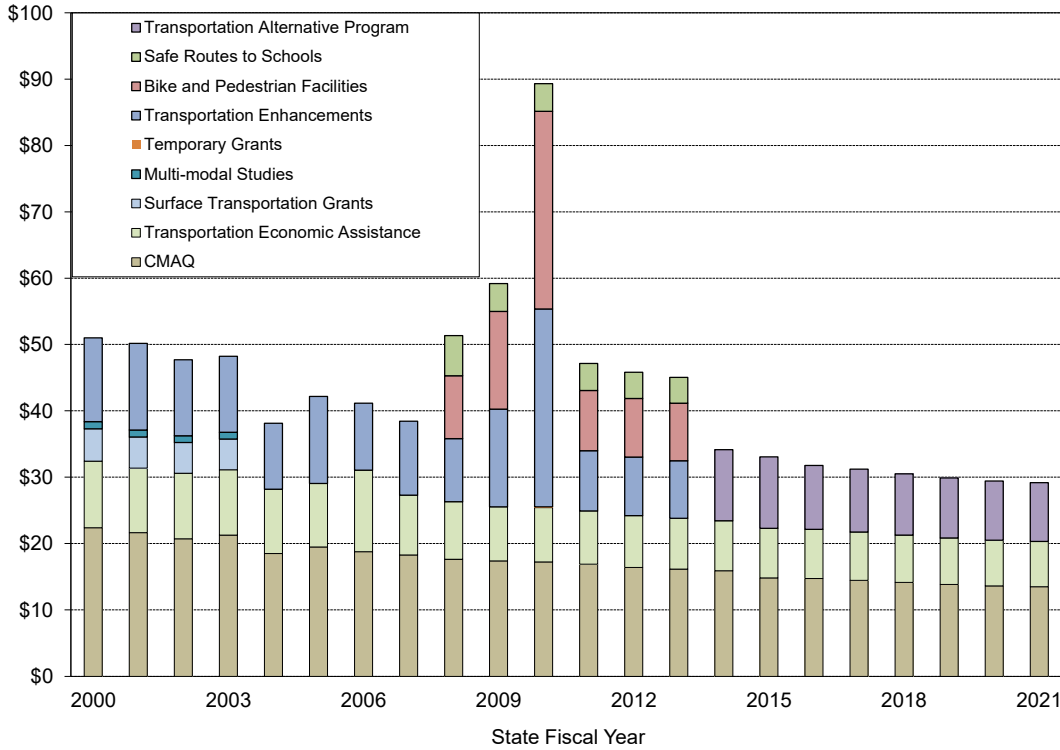


T-25: Multimodal Grants and Activities (nominal dollars, millions)

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
2020	13.84	6.99							9.06	29.89
2021	13.84	6.99							9.06	29.89
2006-2021 % Change	-6.1%	-27.6%	N/A	N/A	N/A	-100.0%	N/A	N/A	N/A	-7.6%
2006-2021 Compound Annual Growth Rate	-0.4%	-2.1%	N/A	N/A	N/A	-100.0%	N/A	N/A	N/A	-0.5%

Note: Transportation Economic Assistance includes minor amounts for Transportation Infrastructure Loans. Includes \$3.37 million in FY2009 and \$17.58 million in FY2010 of federal stimulus funds for transportation enhancements.

F-26: Multimodal Grants and Activities (constant 2019 dollars, millions)



T-26: Multimodal Grants and Activities (constant 2019 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	4.71	1.04		13.05				50.16
2002	20.71	9.88	4.63	1.02		11.46				47.69
2003	21.26	9.87	4.63	1.02		11.45				48.22
2004	18.50	9.68				9.96				38.14
2005	19.48	9.58				13.11				42.17
2006	18.77	12.29				10.11				41.17
2007	18.29	9.00				11.15				38.44
2008	17.64	8.68				9.49	9.49	6.05		51.35
2009	17.40	8.13				14.73	14.73	4.19		59.18
2010	17.23	8.17			0.14	29.80	29.80	4.15		89.30
2011	16.89	8.01			-	9.09	9.09	4.07		47.15
2012	16.41	7.78				8.83	8.83	3.95		45.81
2013	16.14	7.66				8.68	8.68	3.89		45.05
2014	15.89	7.54				-	-	-	10.71	34.14
2015	14.81	7.48				-	-	-	10.77	33.06
2016	14.72	7.44				-	-	-	9.63	31.78
2017	14.45	7.30				-	-	-	9.46	31.21
2018	14.13	7.14				-	-	-	9.25	30.52
2019	13.84	6.99				-	-	-	9.06	29.90
2020	13.63	6.88				-	-	-	8.92	29.43
2021	13.51	6.82				-	-	-	8.84	29.17
2006-2021 % Change	-28.0%	-44.5%	N/A	N/A	N/A	-100.0%	N/A	N/A	N/A	-29.1%
2006-2021 Compound Annual Growth Rate	-2.2%	-3.8%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-2.3%

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.

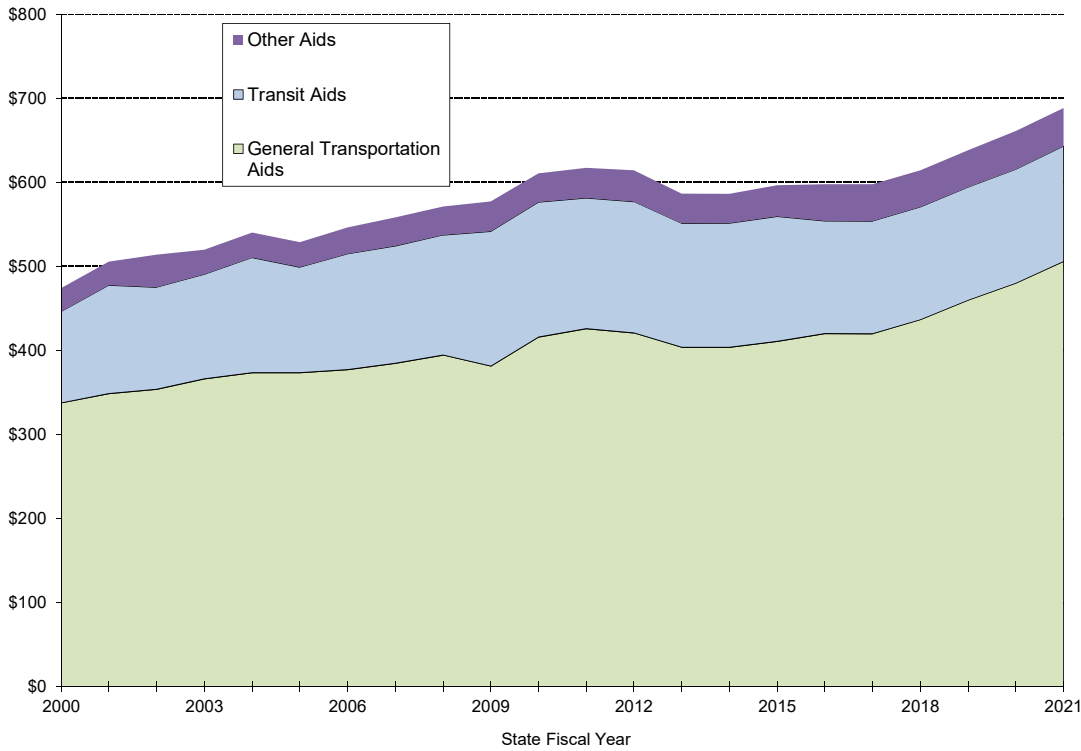
The largest component is GTA, which provides all Wisconsin local governments with funds to partially offset the cost of maintaining and improving local roads and streets. 2019 Wisconsin Act 9 provided \$2.5 million annually to fund supplemental mileage aid payments to towns that are limited by the 85% of three-year average cost limitations under the GTA program. Supplemental aid does not apply after June 30, 2021.

2009 Wisconsin Act 28 created the Intercity Bus Assistance Program as part of Transit Aids in FY2010. The Act also created the Tribal Elderly Transportation Grants Program as part of Other Aids and provided program revenues in FY2010.

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)

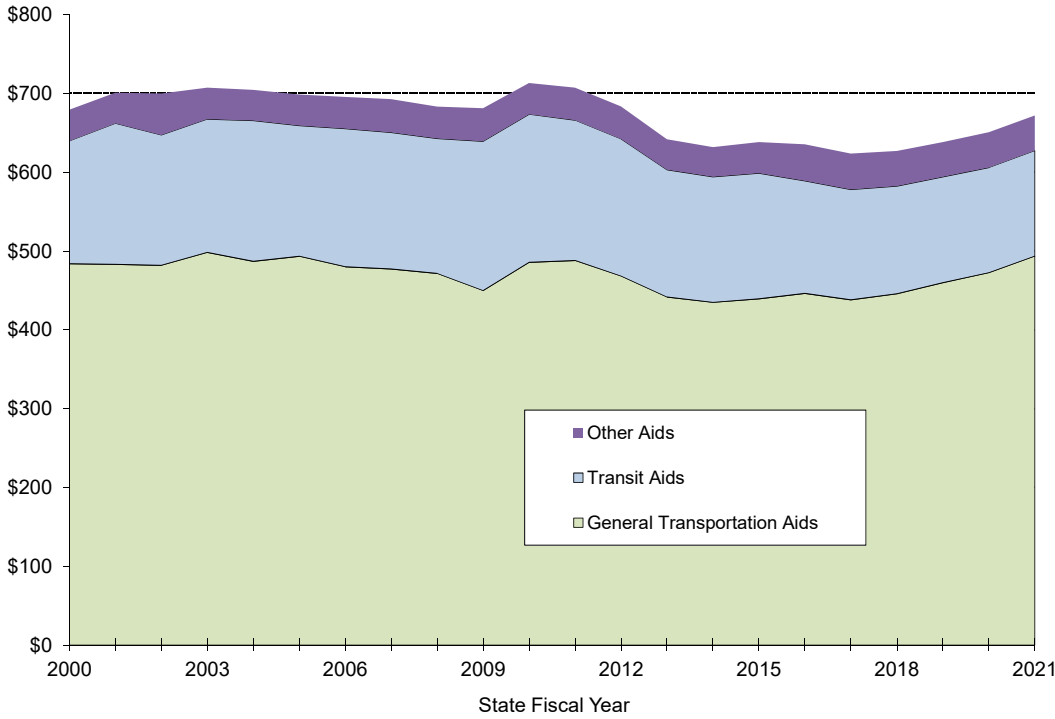
State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	337.50	108.68	27.76	473.94
2001	348.52	128.94	28.05	505.51
2002	353.76	121.30	38.75	513.81
2003	366.16	124.16	29.27	519.59
2004	373.34	137.06	29.76	540.15
2005	373.34	125.61	29.73	528.67
2006	377.07	137.60	31.54	546.21
2007	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
2020	479.94	135.55	45.44	660.93
2021	505.71	137.21	45.44	688.36
2006-2021 % Change	34.1%	-0.3%	44.1%	26.0%
2006-2021 Compound Annual Growth Rate	2.0%	-0.0%	2.5%	1.6%

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 FY2009 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 FY2009 and \$8.83 million in FY2010 of federal stimulus funds for transit aids.

F-28: Local Transportation Aids (constant 2019 dollars, millions)



T-28: Local Transportation Aids (constant 2019 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	498.27	168.95	39.83	707.05
2004	486.82	178.72	38.81	704.35
2005	493.22	165.94	39.28	698.44
2006	480.02	175.17	40.16	695.34
2007	477.21	173.19	42.16	692.57
2008	471.67	171.01	40.46	683.14
2009	449.79	189.27	41.97	681.04
2010	485.69	187.74	39.77	713.20
2011	487.88	178.03	41.17	707.08
2012	468.19	173.95	41.37	683.51
2013	441.66	161.35	38.71	641.71
2014	434.89	159.15	37.70	631.74
2015	439.42	159.16	39.59	638.17
2016	446.33	142.62	46.28	635.23
2017	438.01	140.03	45.60	623.63
2018	445.58	136.85	44.35	626.78
2019	459.73	134.47	43.86	638.07
2020	472.52	133.45	44.74	650.70
2021	493.52	133.90	44.35	671.77
2006-2021 % Change	2.8%	-23.6%	10.4%	-3.4%
2006-2021 Compound Annual Growth Rate	0.2%	-1.8%	0.7%	-0.2%

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.

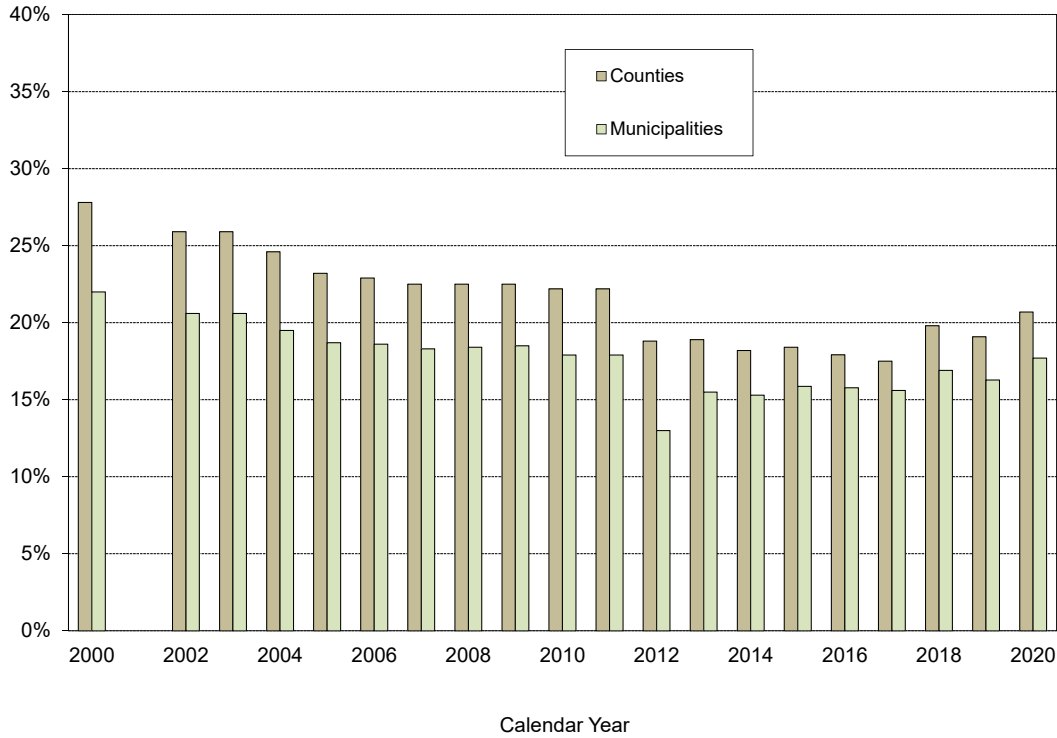
Notes (relating to figure/table 29 on the following page):

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.

In 1999 the Local Roads and Streets Council approved a policy 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% 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 CY2003 levels for CY2004 and CY2005. However, the GTA formula was not suspended.
4. 2011 Wisconsin Act 32 reduced GTA funding in CY2012 and froze funding at CY2012 levels in CY2013. The rate-per-mile was held constant at CY2011 levels for CY2012 and CY2013. However, the GTA formula was not suspended

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

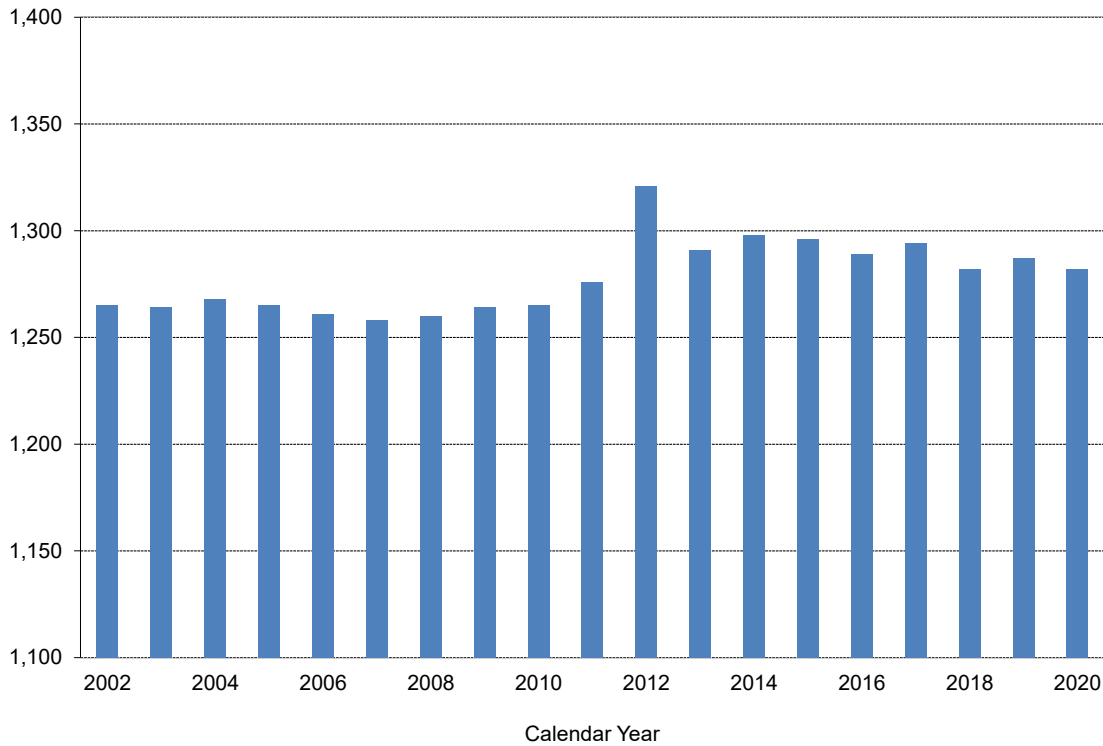


T-29: GTA Share of Six-Year Average Costs (Standard Rate)

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%
2019	19.1%	16.3%
2020	20.7%	17.7%

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

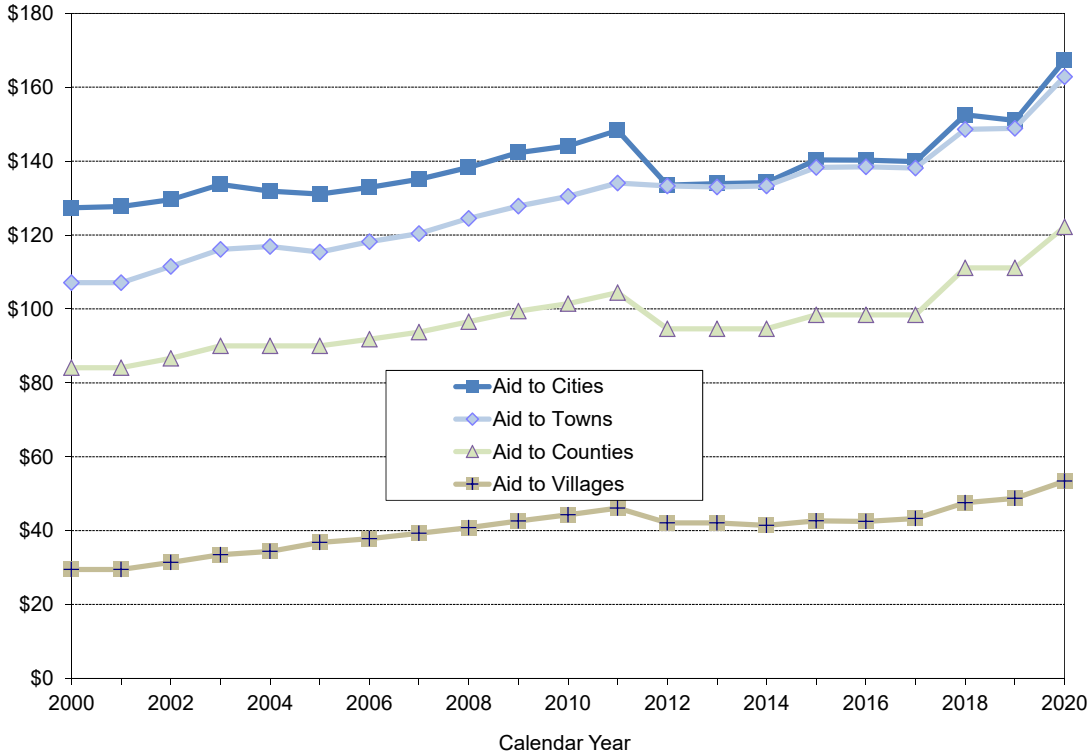


T-30: Number of Municipalities Receiving Mileage-Based GTA

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%
2019	1,287	\$2,389	40.9%
2020	1,282	\$2,628	59.4%
2006-2020 % Change	1.7%	41.1%	

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)

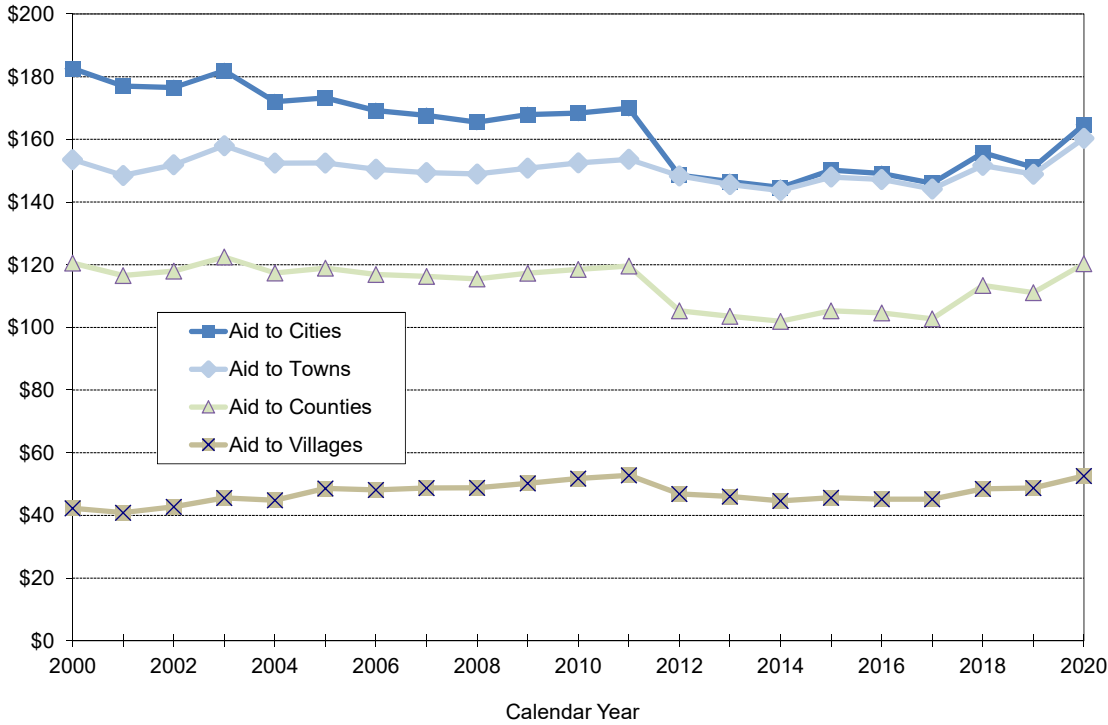


T-31: GTA Distribution by Governmental Unit (nominal dollars, millions)

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
2019	148.88	48.73	151.02	111.09	459.73
2020	162.86	53.39	167.27	122.20	505.73
2006-2020 % Change	37.8%	41.2%	25.9%	33.1%	32.8%
2006-2020 Compound Annual Growth Rate	2.2%	2.3%	1.5%	1.9%	1.9%

Section 6 Appropriations for Local Transportation Aids

F-31A: GTA Distribution by Governmental Unit (constant 2019 dollars, millions)



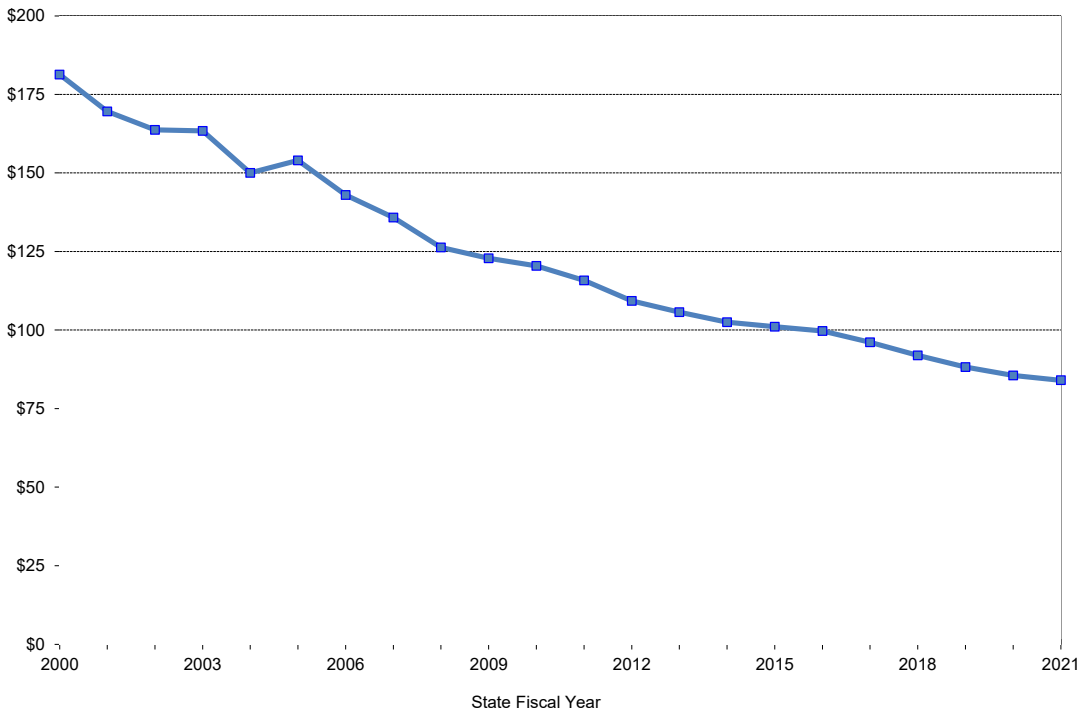
T-31A: GTA Distribution by Governmental Unit (constant 2019 dollars, millions)

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	157.99	45.59	181.94	122.47	507.99
2004	152.43	44.86	171.99	117.36	486.64
2005	152.46	48.62	173.20	118.90	493.17
2006	150.47	48.12	169.18	116.86	484.64
2007	149.39	48.76	167.63	116.26	482.04
2008	148.95	48.81	165.46	115.45	478.68
2009	150.79	50.26	167.89	117.28	486.22
2010	152.47	51.76	168.36	118.47	491.06
2011	153.63	52.81	169.90	119.60	495.95
2012	148.36	46.86	148.58	105.29	449.08
2013	145.57	46.08	146.55	103.54	441.74
2014	143.66	44.62	144.63	101.95	434.87
2015	147.98	45.62	150.17	105.30	449.07
2016	147.20	45.18	149.11	104.60	446.10
2017	144.17	45.17	145.97	102.70	438.01
2018	151.67	48.51	155.69	113.40	469.27
2019	148.88	48.73	151.02	111.09	459.73
2020	160.34	52.56	164.69	120.31	497.90
2006-2020 % Change	6.6%	9.2%	-2.7%	3.0%	2.7%
2006-2020 Compound Annual Growth Rate	0.5%	0.6%	-0.2%	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)



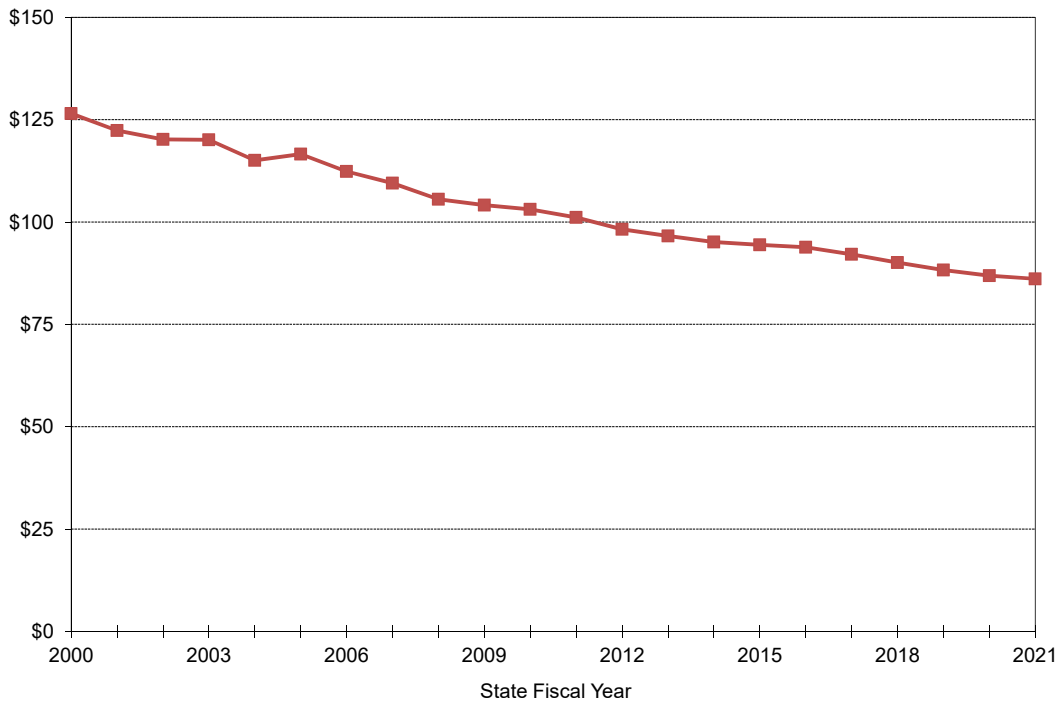
T-32: Transit Aids, State Funds (nominal dollars, millions)

State Fiscal Year	Transit Aids
2000	181.32
2001	169.56
2002	163.71
2003	163.40
2004	150.04
2005	154.01
2006	143.00
2007	135.84
2008	126.30
2009	122.84
2010	120.45
2011	115.81
2012	109.30
2013	105.71
2014	102.49
2015	101.04
2016	99.72
2017	96.12
2018	91.94
2019	88.24
2020	85.53
2021	84.04
2006-2021 % Change	-41.2%
2006-2021 Compound Annual Growth Rate	-3.5%

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

2003 Wisconsin Act 33 froze funding for CY2004 and CY2005 at CY2003 levels

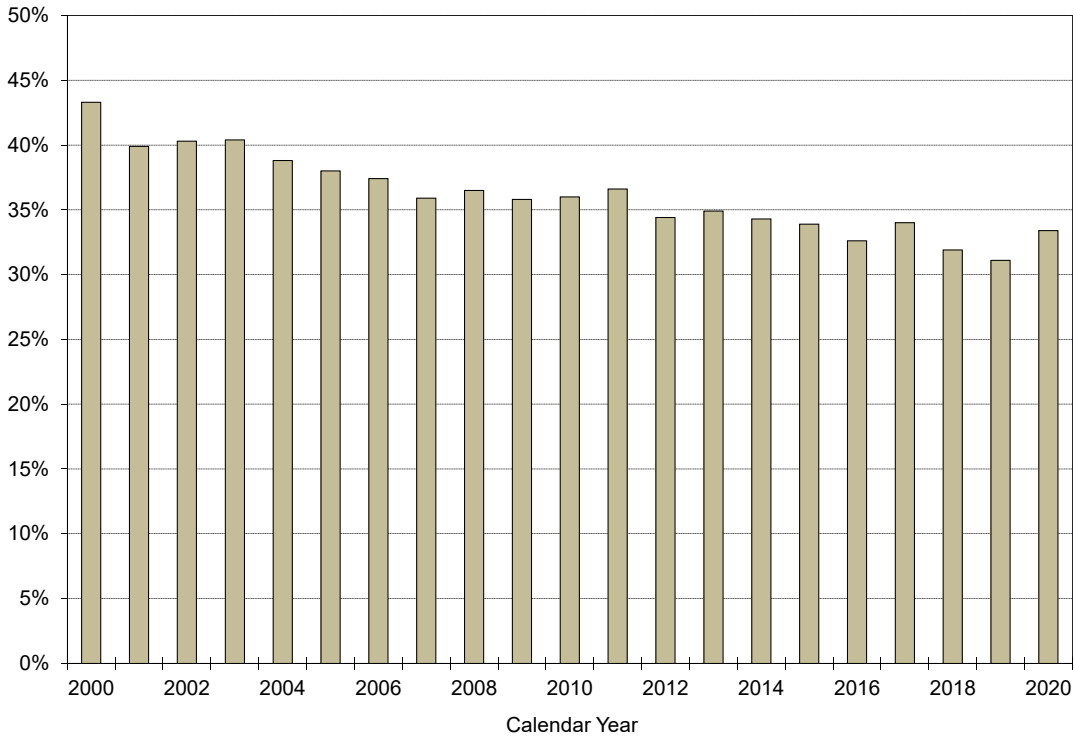
F-33: Transit Aids, State Funds (constant 2019 dollars, millions)



T-33: Transit Aids, State Funds (constant 2019 dollars, millions)

State Fiscal Year	Transit Aids
2000	126.49
2001	122.32
2002	120.19
2003	120.08
2004	115.06
2005	116.57
2006	112.33
2007	109.48
2008	105.57
2009	104.11
2010	103.09
2011	101.09
2012	98.21
2013	96.58
2014	95.10
2015	94.42
2016	93.80
2017	92.10
2018	90.07
2019	88.24
2020	86.87
2021	86.11
2006-2021 % Change	-23.3%
2006-2021 Compound Annual Growth Rate	-1.6%

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



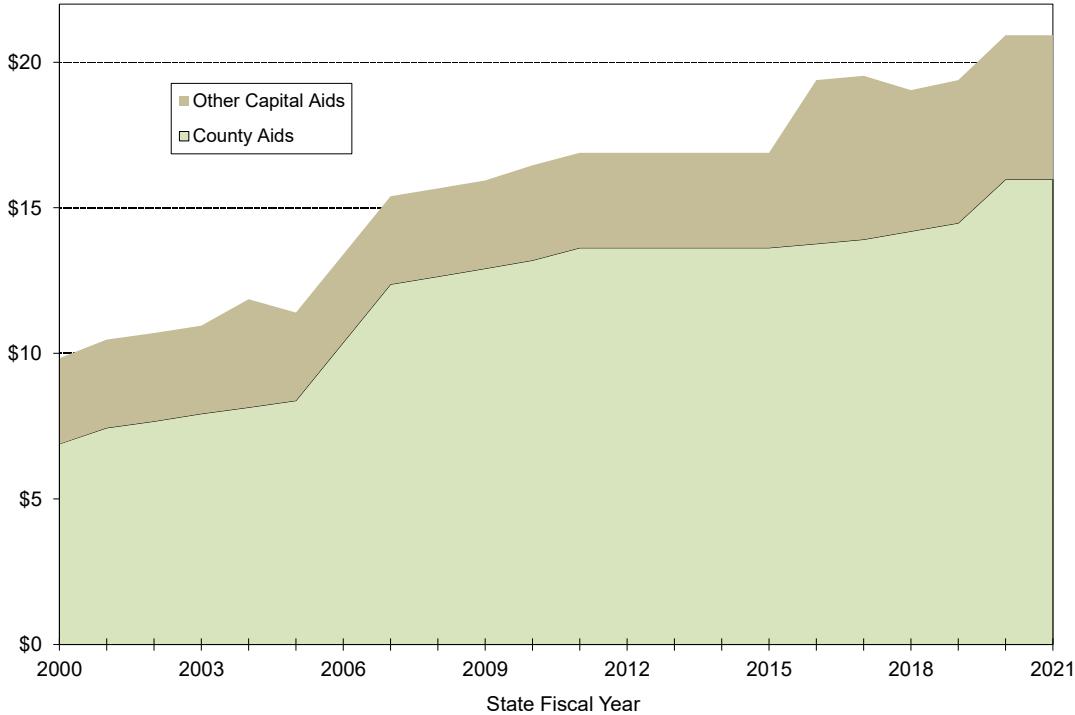
T-34: Share of Transit Costs Covered by State Operating Aid

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	33.9%
2016	32.6%
2017	34.0%
2018	31.9%
2019	31.1%
2020	33.4%

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)

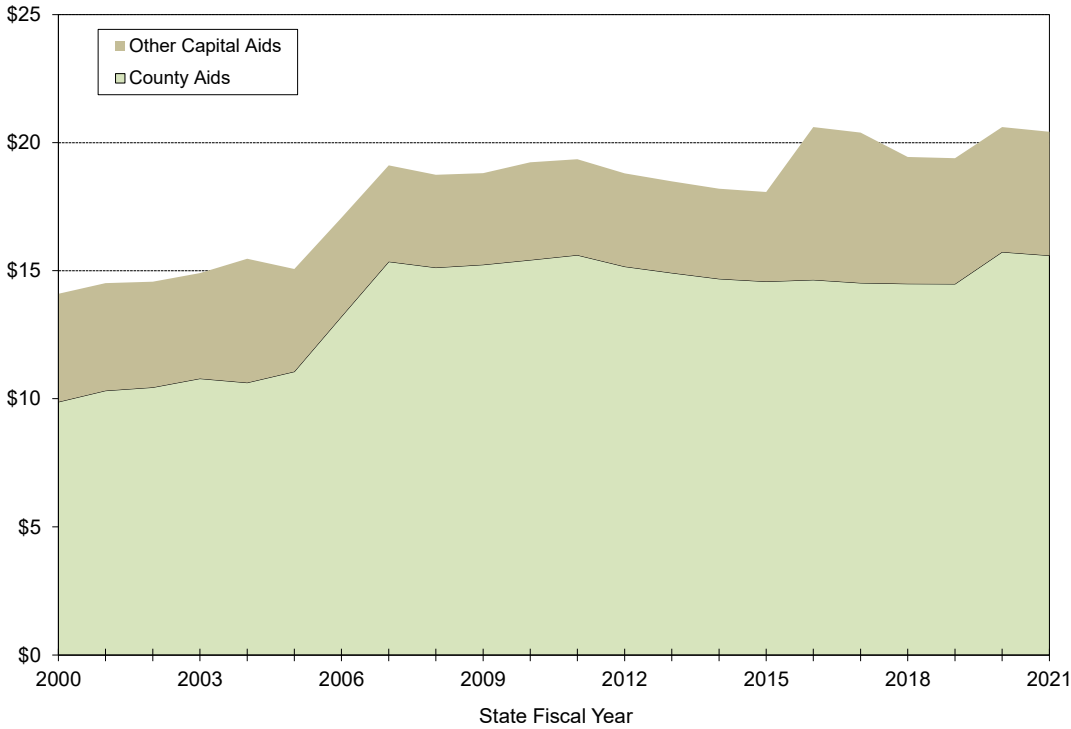


T-35: Elderly and Disabled Aids (nominal dollars, millions)

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
2020	15.98	4.95	20.93
2021	15.98	4.95	20.93
2006-2021 % Change	54.0%	63.5%	56.2%
2006-2021 Compound Annual Growth Rate	2.9%	3.3%	3.0%

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 2019 dollars, millions)



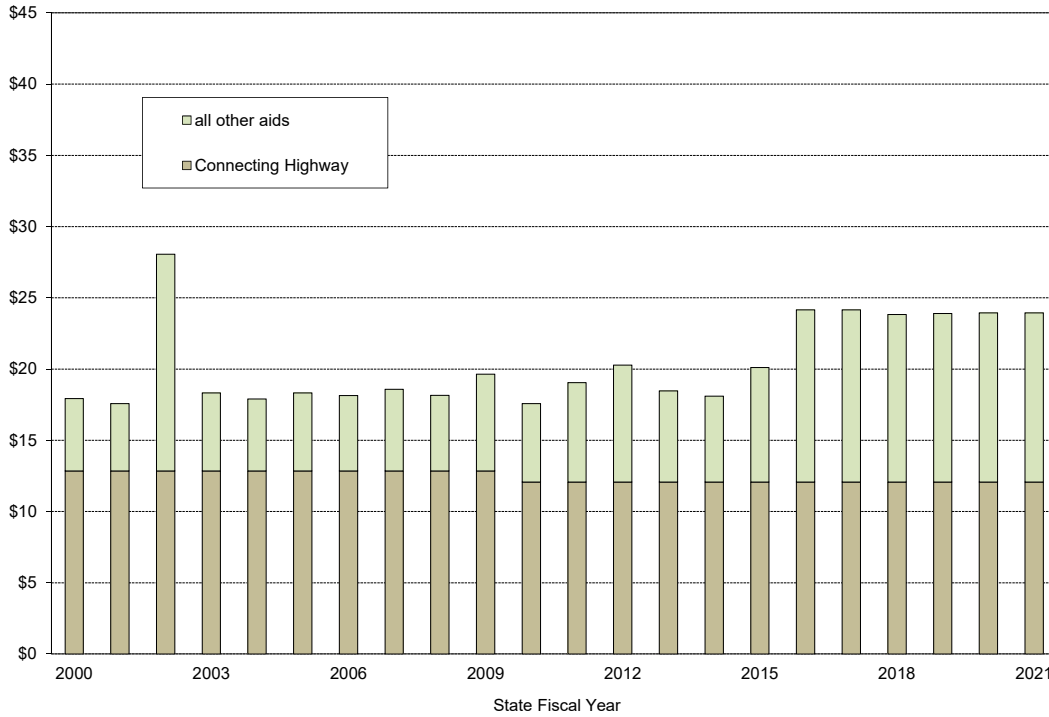
T-36: Elderly and Disabled Aids (constant 2019 dollars, millions)

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	10.78	4.12	14.90
2004	10.62	4.84	15.46
2005	11.06	4.00	15.06
2006	13.21	3.85	17.06
2007	15.35	3.76	19.11
2008	15.12	3.62	18.74
2009	15.23	3.57	18.80
2010	15.42	3.81	19.23
2011	15.61	3.74	19.35
2012	15.16	3.63	18.79
2013	14.91	3.57	18.48
2014	14.68	3.52	18.20
2015	14.58	3.49	18.07
2016	14.64	5.97	20.61
2017	14.52	5.86	20.39
2018	14.49	4.95	19.44
2019	14.48	4.91	19.39
2020	15.73	4.87	20.60
2021	15.59	4.83	20.42
2006-2021 % Change	18.1%	25.4%	19.7%
2006-2021 Compound Annual Growth Rate	1.1%	1.5%	1.2%

Special Aids Description

This group of programs covers a variety of needs. The Connecting Highway 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)

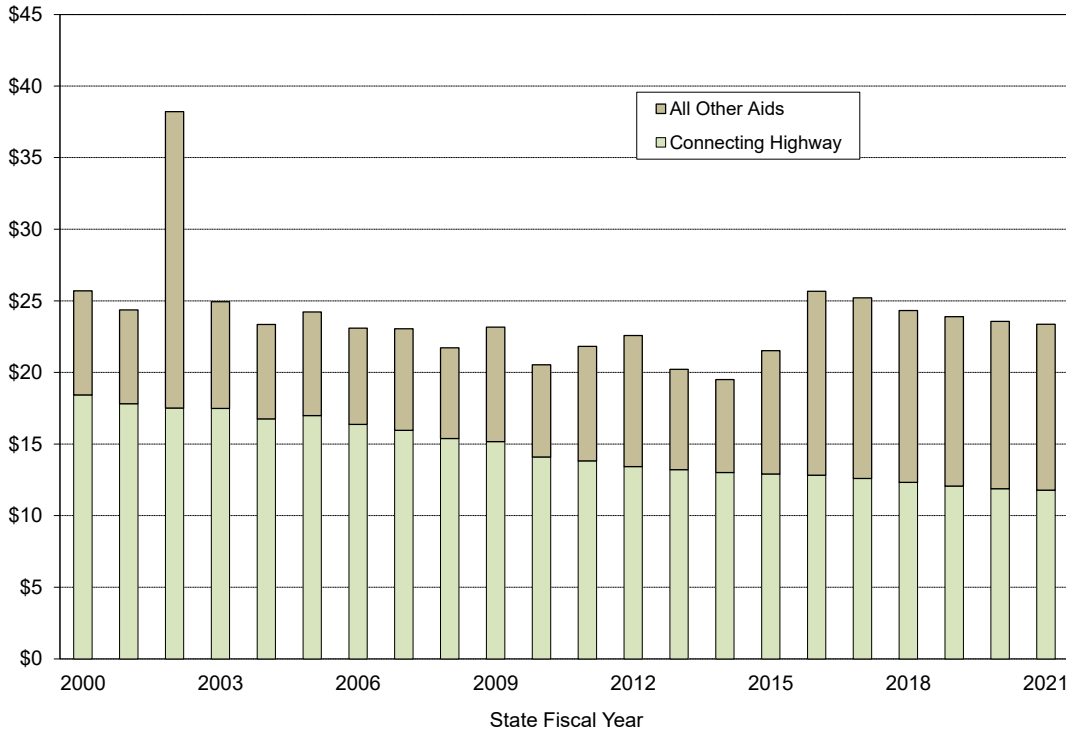
State Fiscal Year	Connecting Highway	All Other Aids				TOTAL
		Lift Bridge	Expressway Policing	Other Aids	Federal Safety	
2000	12.85	1.76	1.01	0.60	1.70	17.93
2001	12.85	1.56	1.04	0.43	1.70	17.58
2002	12.85	1.50	1.04	10.96	1.70	28.05
2003	12.85	1.52	1.04	1.21	1.70	18.32
2004	12.85	1.52	1.04	0.80	1.70	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
2020	12.06	2.66	1.02	1.32	6.87	23.94
2021	12.06	2.66	1.02	1.32	6.87	23.94
2006-2021 % Change	-6.1%	52.8%	-6.1%	73.7%	304.1%	31.9%
2006-2021 Compound Annual Growth Rate	-0.4%	2.9%	-0.4%	3.7%	9.8%	1.9%

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 2019 dollars, millions)



T-38: Special Aids (constant 2019 dollars, millions)

State Fiscal Year	Connecting Highway	All Other Aids				TOTAL
		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	17.49	2.06	1.42	1.65	2.31	24.93
2004	16.76	1.98	1.36	1.04	2.22	23.35
2005	16.98	2.00	1.38	1.62	2.25	24.22
2006	16.36	2.21	1.39	0.97	2.16	23.10
2007	15.95	2.38	1.35	1.26	2.11	23.05
2008	15.38	2.33	1.31	0.67	2.03	21.72
2009	15.16	2.71	1.29	2.00	2.01	23.17
2010	14.09	2.52	1.20	0.74	1.99	20.53
2011	13.82	3.05	1.17	1.83	1.95	21.82
2012	13.43	2.96	1.14	3.15	1.89	22.57
2013	13.20	2.91	1.12	1.12	1.86	20.22
2014	13.00	2.87	1.10	0.70	1.83	19.50
2015	12.91	2.85	1.09	2.84	1.82	21.51
2016	12.82	2.83	1.09	1.36	7.57	25.67
2017	12.59	2.78	1.07	1.34	7.43	25.20
2018	12.31	2.71	1.04	1.38	6.87	24.32
2019	12.06	2.66	1.02	1.28	6.87	23.90
2020	11.88	2.62	1.01	1.30	6.76	23.57
2021	11.77	2.60	1.00	1.29	6.70	23.36
2006-2021 % Change	-28.0%	17.2%	-28.0%	33.2%	209.8%	1.1%
2006-2021 Compound Annual Growth Rate	-2.2%	1.1%	-2.2%	1.9%	7.8%	0.1%

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.*
-

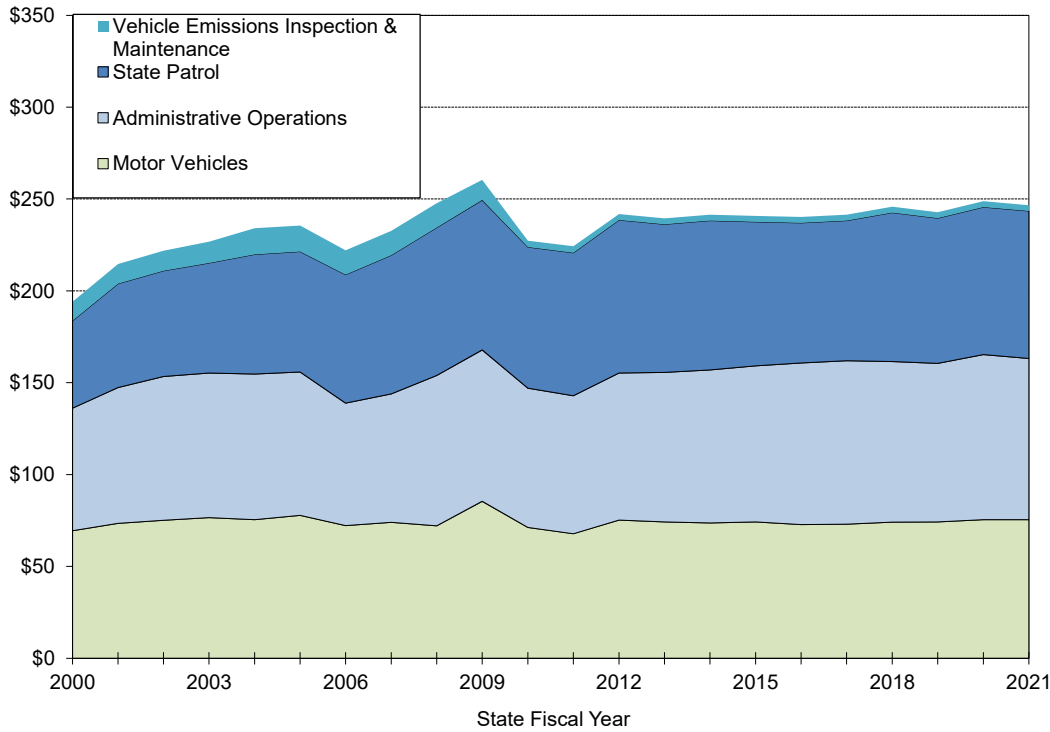
Department Operations Description

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 Budget and Strategic Initiatives.

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)

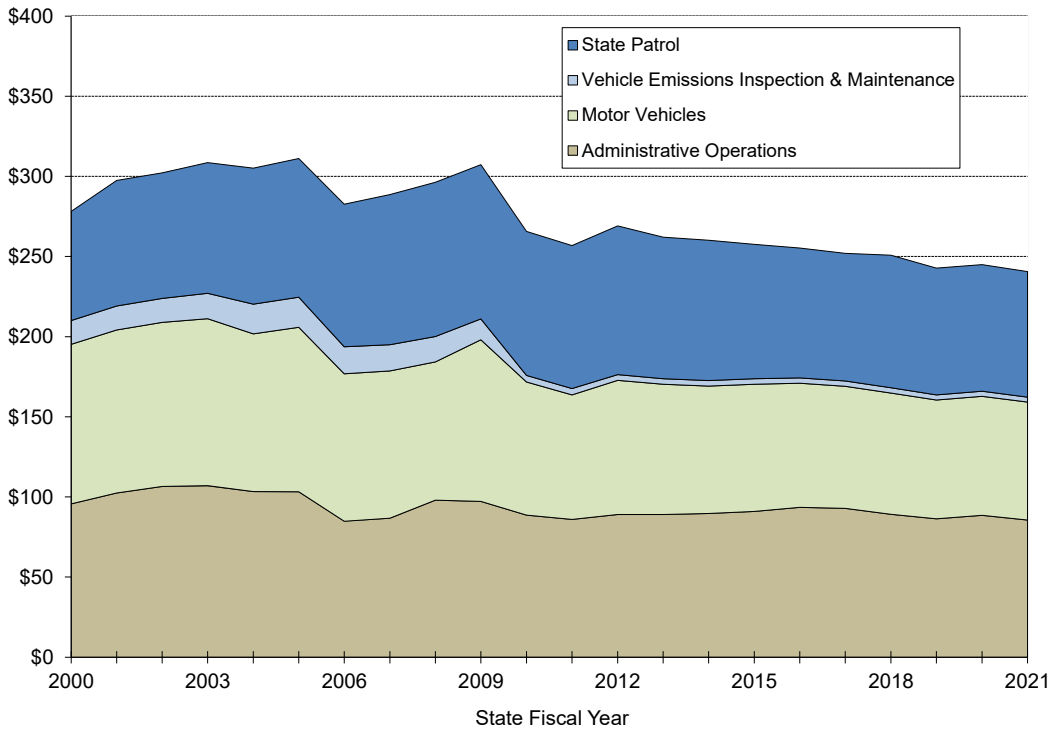
State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	69.44	66.72	47.52	10.41	194.09
2001	73.45	73.86	56.55	10.74	214.59
2002	75.14	78.25	57.44	11.00	221.83
2003	76.59	78.63	59.87	11.64	226.72
2004	75.44	79.23	65.16	14.20	234.04
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
2020	75.45	89.87	80.27	3.19	248.77
2021	75.45	87.69	80.27	3.19	246.59
2006-2021 % Change	4.5%	31.4%	14.9%	-75.9%	11.1%
2006-2021 Compound Annual Growth Rate	0.3%	1.8%	0.9%	-9.1%	0.7%

Note: Beginning in FY2006, 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 FY2009 includes funds for implementation of the federal REAL ID Act of 2005 and implementation costs of a new Inspection and Maintenance contract.

Section 7 Other Transportation Appropriations

F-40: Department Operations (constant 2019 dollars, millions)



T-40: Department Operations (constant 2019 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	104.22	107.00	81.48	15.83	308.53
2004	98.38	103.31	84.97	18.52	305.18
2005	102.71	103.15	86.52	18.76	311.14
2006	91.88	84.93	88.95	16.90	282.66
2007	91.79	86.77	93.64	16.47	288.67
2008	86.27	97.93	96.20	15.94	296.34
2009	100.80	97.23	96.29	13.01	307.33
2010	83.17	88.58	89.78	4.05	265.59
2011	77.71	85.97	89.21	3.98	256.87
2012	83.69	89.04	92.78	3.55	269.07
2013	81.23	89.07	88.23	3.49	262.03
2014	79.38	89.73	87.60	3.44	260.16
2015	79.35	91.00	83.88	3.42	257.65
2016	77.34	93.56	81.04	3.39	255.33
2017	76.18	92.87	79.57	3.33	251.95
2018	75.64	89.20	82.72	3.26	250.82
2019	74.46	86.29	79.05	3.19	242.77
2020	74.28	88.48	79.03	3.14	244.92
2021	73.63	85.57	78.33	3.12	240.65
2006-2021 % Change	-19.9%	0.8%	-11.9%	-81.6%	-14.9%
2006-2021 Compound Annual Growth Rate	-1.5%	0.1%	-0.8%	-10.7%	-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:

- 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 58 provided \$252.4 million in General Fund supported GO bond authority for Southeast Wisconsin Freeway Megaprojects.
- 2019 Wisconsin Act 9 provided \$95 million in GO bond authority for Southeast Wisconsin Freeway Mega projects.
- 2019 Wisconsin Act 9 provided \$27 million in GO bond authority for Major Interstate Bridge Construction projects.
- 2019 Wisconsin Act 9 reduced \$10 million in GO bond authority for High-Cost State Highway Bridge projects.

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

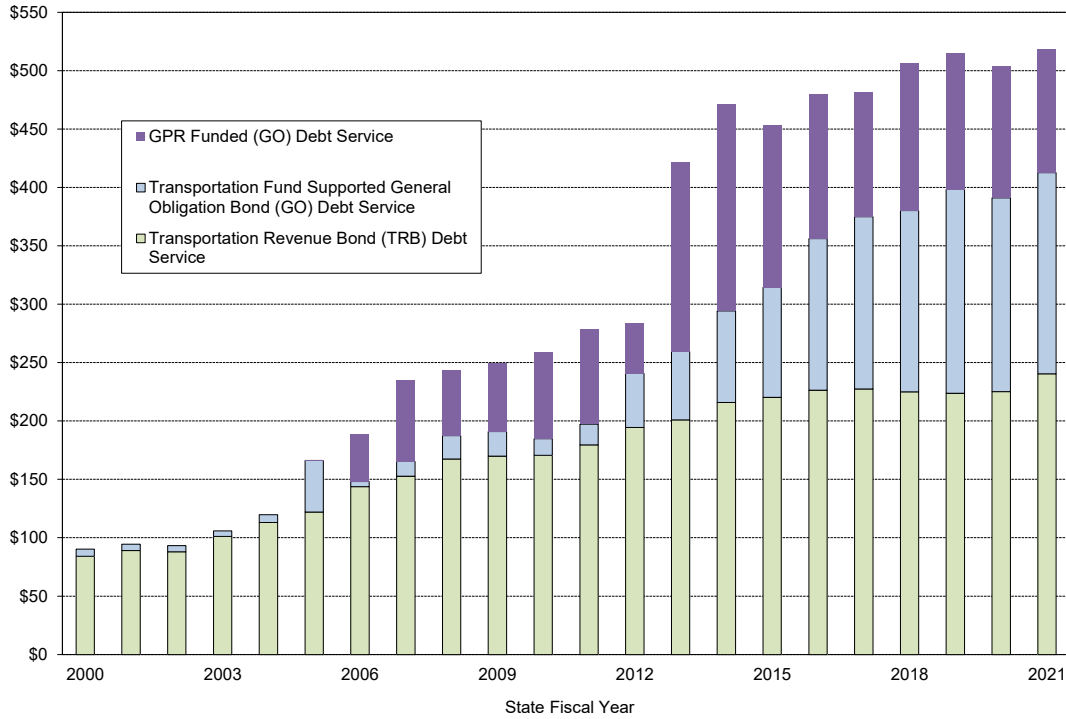
- 2015 Wisconsin Act 55 provided \$13.2 million in GO bond authority for harbor assistance and \$29.8 million in GO bond authority for freight railroad preservation.
- 2017 Wisconsin Act 59 provided \$14.1 million in GO bond authority for harbor assistance and \$12 million in GO bond authority for freight railroad preservation.
- 2019 Wisconsin Act 9 provided \$32 million in GO bond authority for harbor assistance and \$30 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:

- 2019 Wisconsin Act 9 provided \$10 million in General Fund supported GO bond authority for passenger rail route development.

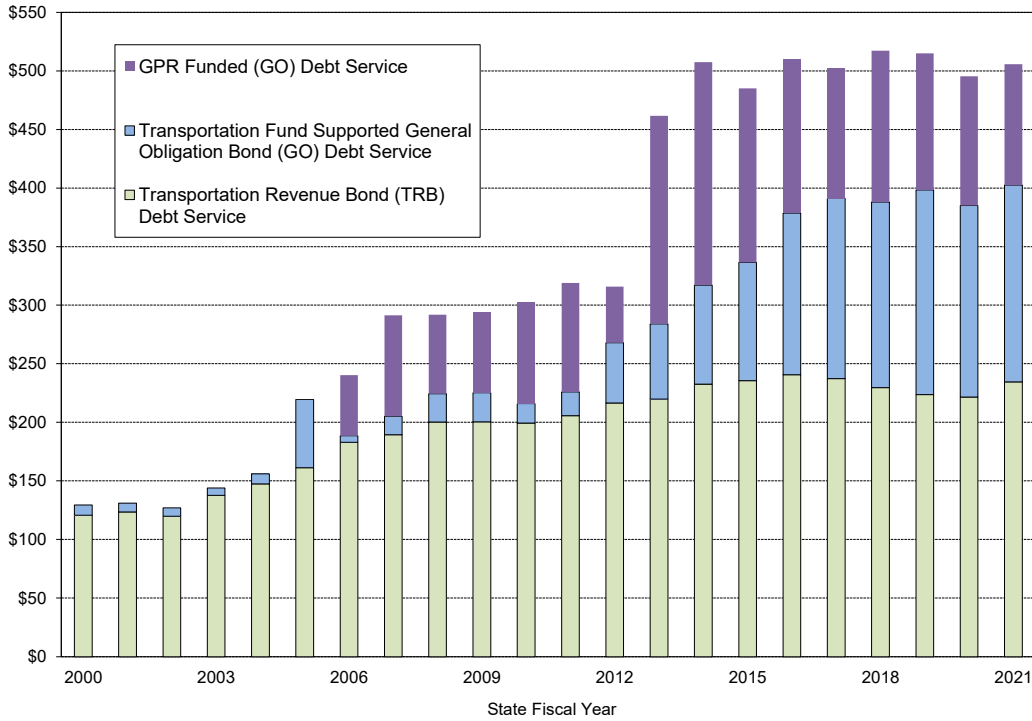
F-41: Bonding Debt Service (nominal dollars, millions)



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
2020	225.14	165.97	391.10	112.12	503.22
2021	240.36	172.18	412.54	105.57	518.11
2006-2021 % Change	67.3%	3736.6%	178.4%	160.1%	174.5%
2006-2021 Compound Annual Growth Rate	3.5%	27.5%	7.1%	6.6%	7.0%

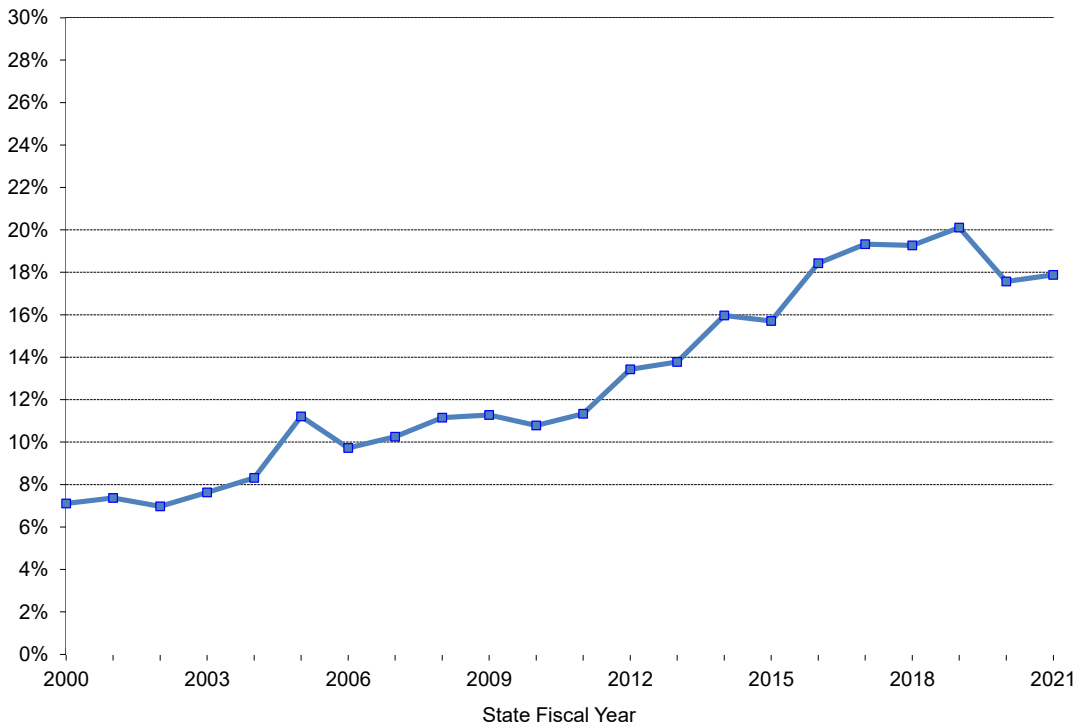
F-42: Bonding Debt Service (constant 2019 dollars, millions)



T-42: Bonding Debt Service (constant 2019 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	137.62	6.37	143.99	-	143.99
2004	147.46	8.62	156.08	-	156.08
2005	161.23	58.30	219.53	0.12	219.65
2006	182.91	5.71	188.62	51.66	240.28
2007	189.44	15.66	205.10	86.18	291.28
2008	200.28	24.04	224.32	67.47	291.79
2009	200.42	24.91	225.32	69.03	294.35
2010	199.36	16.58	215.95	86.33	302.28
2011	205.70	20.28	225.98	93.02	318.99
2012	216.45	51.49	267.93	47.93	315.87
2013	219.82	64.15	283.98	177.63	461.61
2014	232.54	84.53	317.06	190.41	507.47
2015	235.59	100.81	336.41	148.64	485.05
2016	240.58	138.04	378.62	131.17	509.80
2017	237.26	153.98	391.24	111.22	502.46
2018	229.59	158.51	388.10	129.21	517.31
2019	223.69	174.68	398.37	116.62	514.99
2020	221.65	163.40	385.05	110.38	495.44
2021	234.57	168.03	402.60	103.03	505.63
2006-2021 % Change	28.2%	2841.2%	113.4%	99.4%	110.4%
2006-2021 Compound Annual Growth Rate	1.7%	25.3%	5.2%	4.7%	5.1%

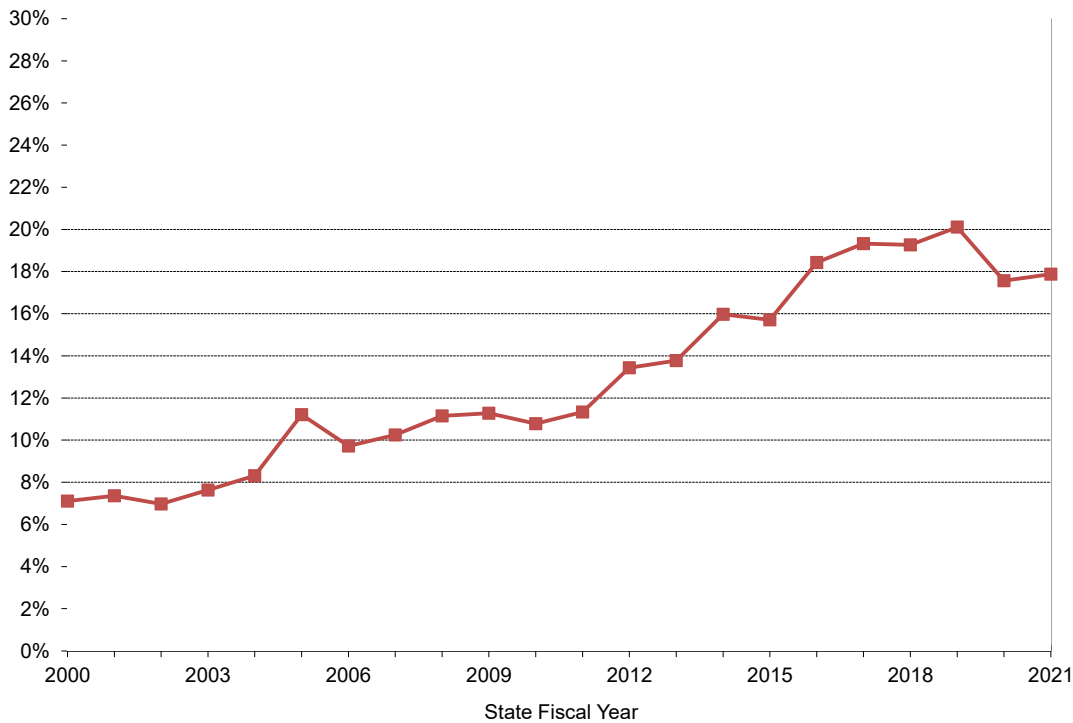
F-42A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)



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%
2020	2,226.25	391.10	17.6%
2021	2,307.49	412.54	17.9%
2006-2021 % Change	51.5%	178.4%	
2006-2021 Compound Annual Growth Rate	2.8%	7.1%	

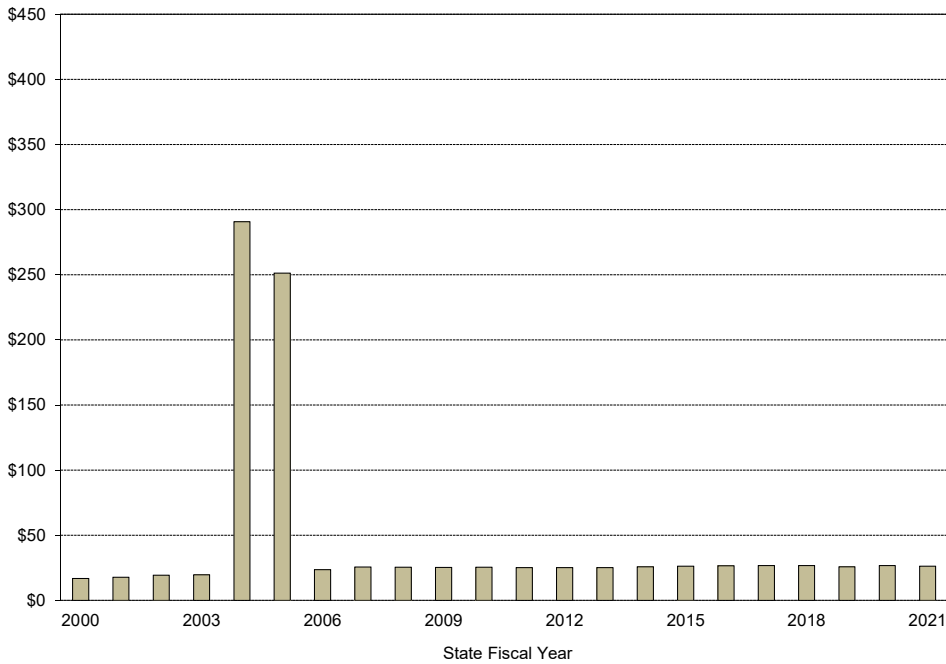
F-42B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2019 dollars, millions)



T-42B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2019 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	1,886.87	143.99	7.6%
2004	1,878.26	156.08	8.3%
2005	1,959.07	219.53	11.2%
2006	1,939.20	188.62	9.7%
2007	2,001.18	205.10	10.2%
2008	2,011.49	224.32	11.2%
2009	1,998.23	225.32	11.3%
2010	2,002.70	215.95	10.8%
2011	1,993.32	225.98	11.3%
2012	1,994.59	267.93	13.4%
2013	2,061.68	283.98	13.8%
2014	1,985.22	317.06	16.0%
2015	2,141.91	336.41	15.7%
2016	2,054.50	378.62	18.4%
2017	2,024.35	391.24	19.3%
2018	2,014.23	388.10	19.3%
2019	1,981.08	398.37	20.1%
2020	2,191.80	385.05	17.6%
2021	2,251.89	402.60	17.9%
2006-2021% Change	16.1%	113.4%	
2006-2021 Compound Annual Growth Rate	1.0%	5.2%	

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



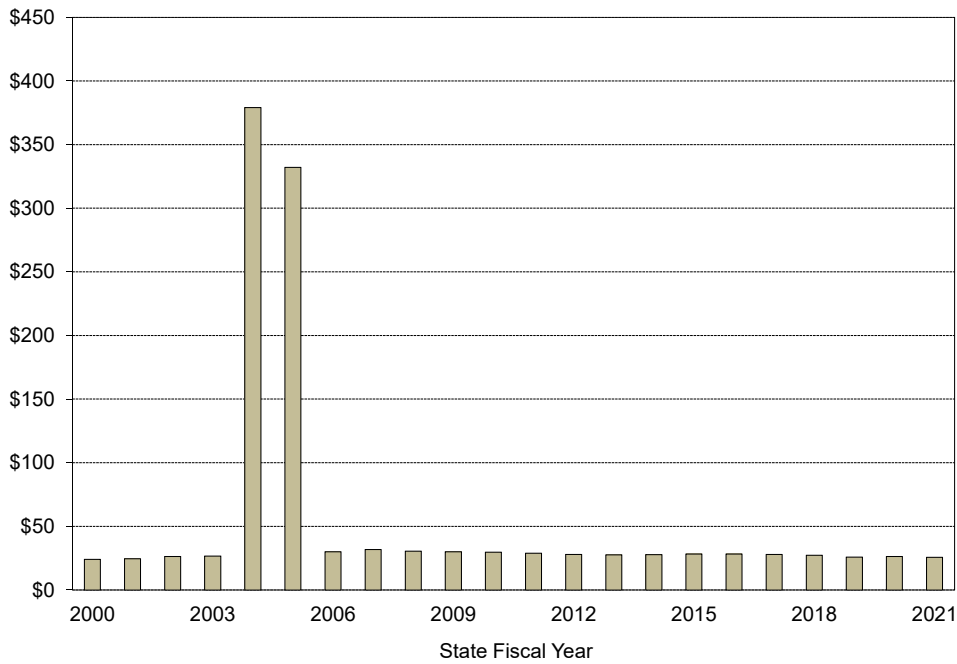
T-43: Other Agencies (nominal dollars, millions)

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	25.81
2020	26.68
2021	26.25
2006-2021 % Change	13.8%
2006-2021 Compound Annual Growth Rate	1.0%

Note: 2003 Wisconsin Act 33 created two new “other agency” appropriations in the Transportation Fund. In FY2004, the Department of Public Instruction (DPI) charged \$40 million and, in FY2005, \$60 million to the school general equalization aids appropriation. In FY2004, \$230 million was charged to the shared revenue and municipal aid appropriation and, in FY2005, \$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 2019 dollars, millions)



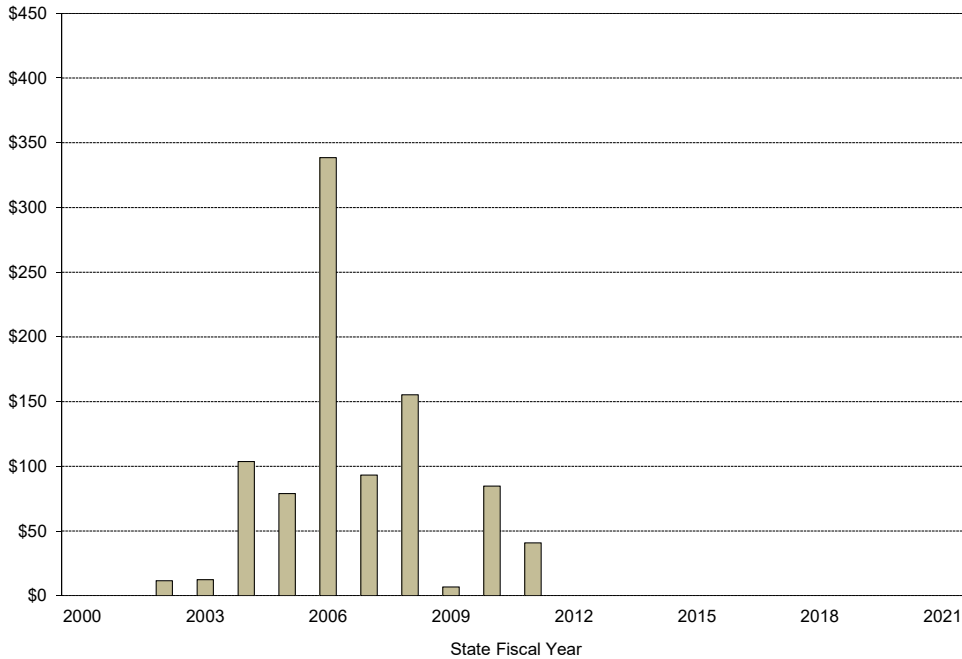
T-44: Other Agencies (constant 2019 dollars, millions)

State Fiscal Year	Other Agencies
2000	24.05
2001	24.56
2002	26.35
2003	26.68
2004	378.98
2005	332.01
2006	29.97
2007	31.81
2008	30.41
2009	29.94
2010	29.70
2011	28.84
2012	27.95
2013	27.52
2014	27.78
2015	28.15
2016	28.23
2017	27.88
2018	27.30
2019	25.81
2020	26.27
2021	25.62
2006-2021 % Change	-14.5%
2006-2021 Compound Annual Growth Rate	-1.0%

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)

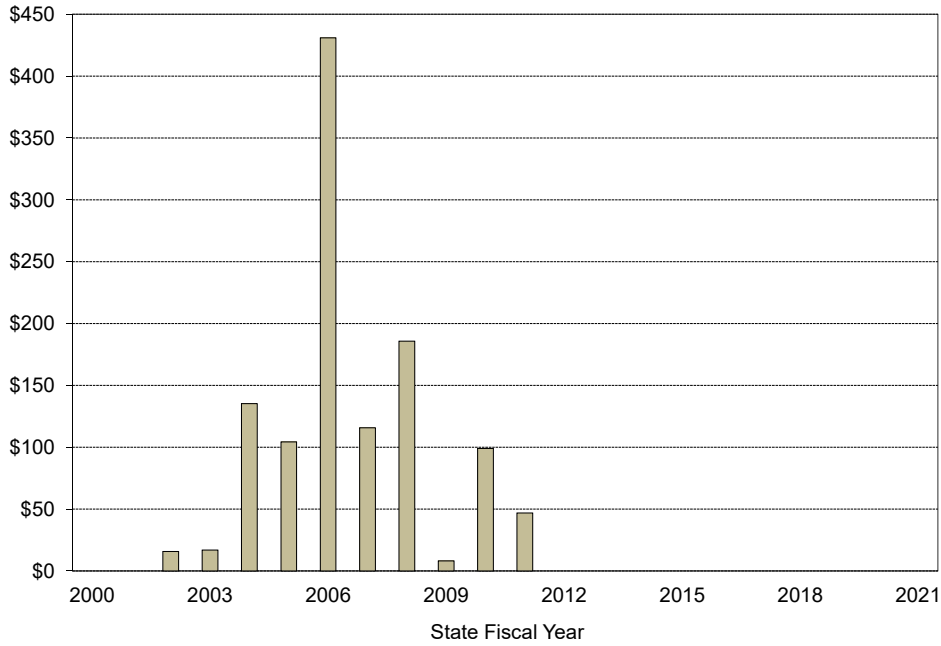
State Fiscal Year	Transfers From the Transportation Fund
2000	-
2001	-
2002	11.55
2003	12.38
2004	103.68
2005	78.90
2006	338.45
2007	93.22
2008	155.21
2009	6.80
2010	84.77
2011	40.83
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-

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 58 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, \$85 million under 2017 Wisconsin Act 59 and \$87,396,100 under 2019 Wisconsin Act 9.

F-A2: Transfers from the Transportation Fund (constant 2019 dollars, millions)



T-A2: Transfers from the Transportation Fund (constant 2019 dollars, millions)

State Fiscal Year	Transfers From the Transportation Fund
2000	-
2001	-
2002	15.73
2003	16.85
2004	135.20
2005	104.24
2006	430.85
2007	115.67
2008	185.69
2009	8.03
2010	99.04
2011	46.77
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-

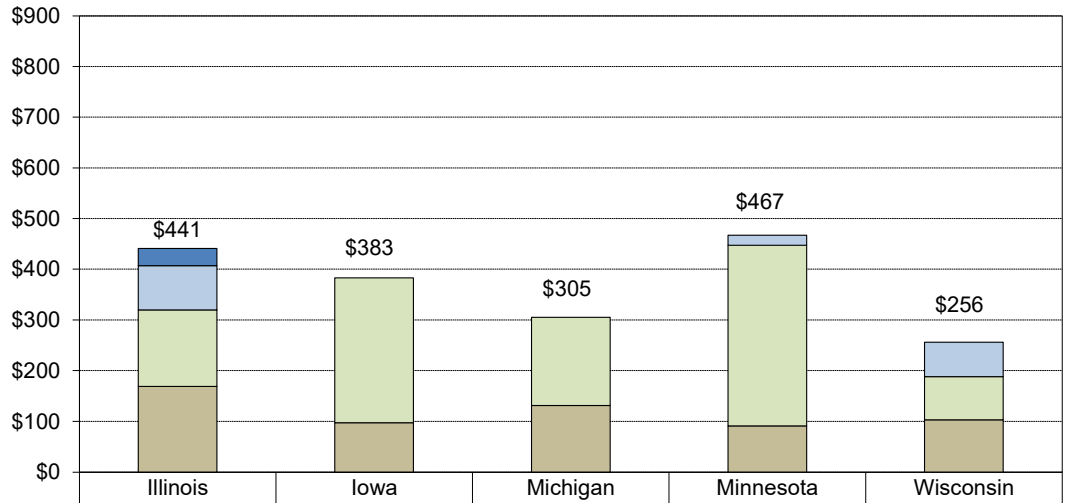
APPENDIX B

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.

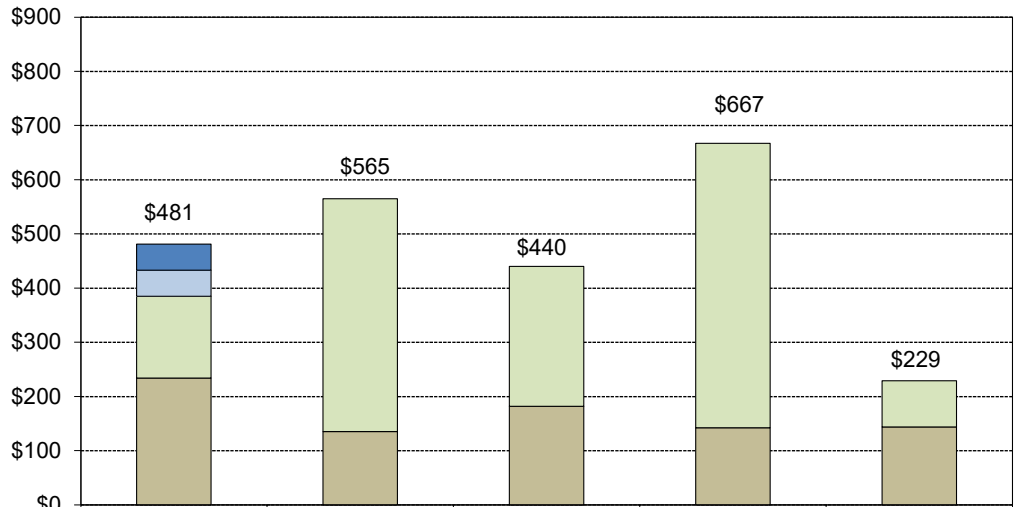
F-B1: Midwest Driver Fee Calculator – Sedan (2020 Toyota Camry)



■ Local Option Taxes on Gasoline (Chicago)	\$34				
□ Local Option Registration Fee (Chicago, Madison, Minneapolis)	\$87			\$20	\$68
■ Total State Registration Fees	\$151	\$286	\$174	\$356	\$85
■ Total State Taxes/Fees on Gasoline	\$169	\$97	\$131	\$91	\$103

Notes: On May 1, 2020 the Department implemented a Midwest Driver Fee Calculator on its website (<https://wisconsindot.gov/Pages/projects/data-plan/cost-to-drive.aspx>). The calculator replaces the Estimated Annual Operating Fees and Taxes by providing more flexibility in providing a comparison tool that helps find out how much it costs to drive a variety of popular passenger vehicles in Wisconsin and shows the comparison cost to drive that vehicle in other Midwest states. The chart provides a comparison a Sedan (2020 Toyota Camry), driven 10,000 miles annually, where the person resides in the City of Madison.

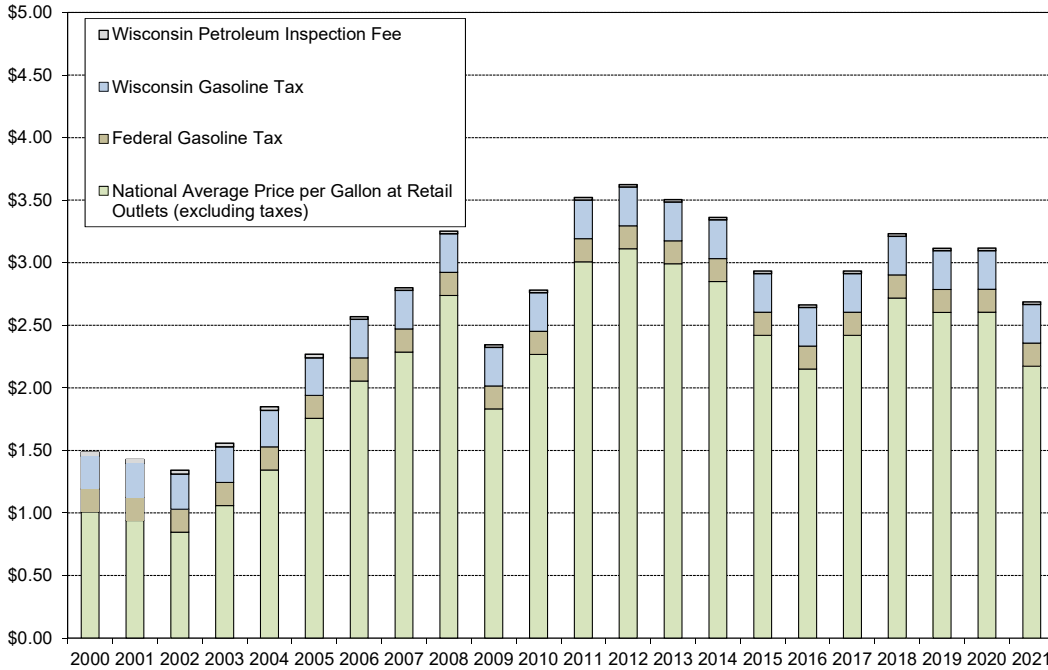
F-B2: Midwest Driver Fee Calculator – SUV (2020 Ford Explorer)



	Illinois	Iowa	Michigan	Minnesota	Wisconsin
Local Option Taxes on Gasoline (Chicago)	\$48	\$0	\$0	\$0	\$0
Local Option Registration Fee (Chicago, Madison, Minneapolis)	\$48	\$0	\$0	\$0	\$0
Total State Registration Fees	\$151	\$430	\$258	\$525	\$85
Total State Taxes/Fees on Gasoline	\$234	\$135	\$182	\$142	\$144

Notes: On May 1, 2020 the Department implemented a Midwest Driver Fee Calculator on its website (<https://wisconsindot.gov/Pages/projects/data-plan/cost-to-drive.aspx>). The calculator replaces the Estimated Annual Operating Fees and Taxes by providing more flexibility in providing a comparison tool that helps find out how much it costs to drive a variety of popular passenger vehicles in Wisconsin and shows the comparison cost to drive that vehicle in other Midwest states. The chart provides a comparison a SUV (2020 Ford Explorer), driven 10,000 miles annually, where the person resides in the City of Madison.

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

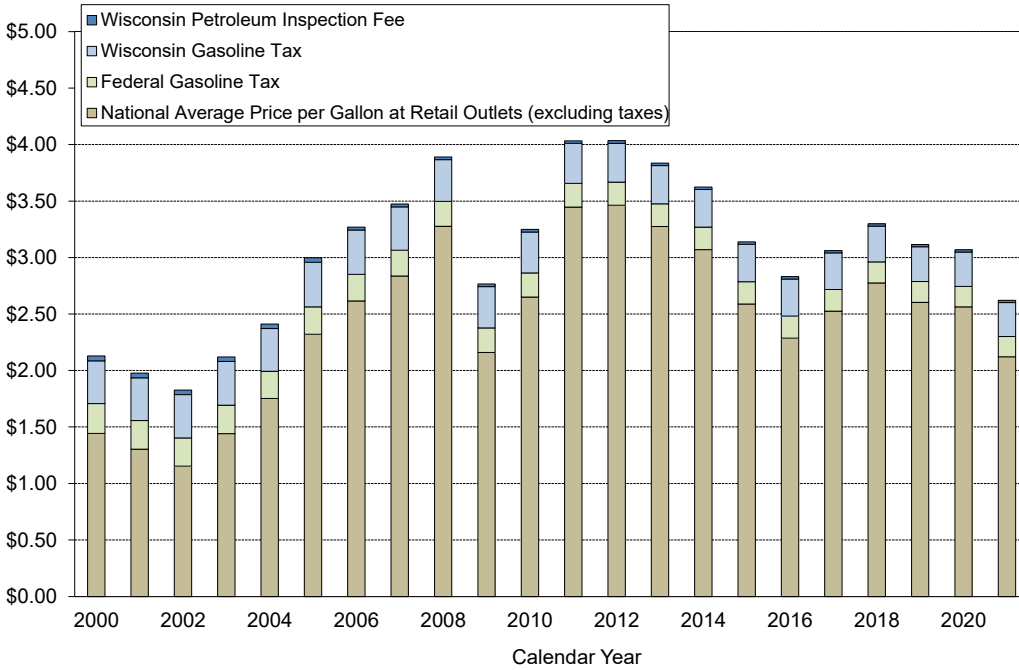


T-B3: Tax Share of Gasoline Prices (nominal dollars)

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	\$2.42	\$0.184	\$0.309	\$0.020	\$0.513
2016	\$2.15	\$0.184	\$0.309	\$0.020	\$0.513
2017	\$2.42	\$0.184	\$0.309	\$0.020	\$0.513
2018	\$2.72	\$0.184	\$0.309	\$0.020	\$0.513
2019	\$2.60	\$0.184	\$0.309	\$0.020	\$0.513
2020	\$2.60	\$0.184	\$0.309	\$0.020	\$0.513
2021	\$2.17	\$0.184	\$0.309	\$0.020	\$0.513
2006-2021 % Change	5.7%	0.0%	0.0%	0.0%	0.0%
2006-2021 Compound Annual Growth Rate	0.4%	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.

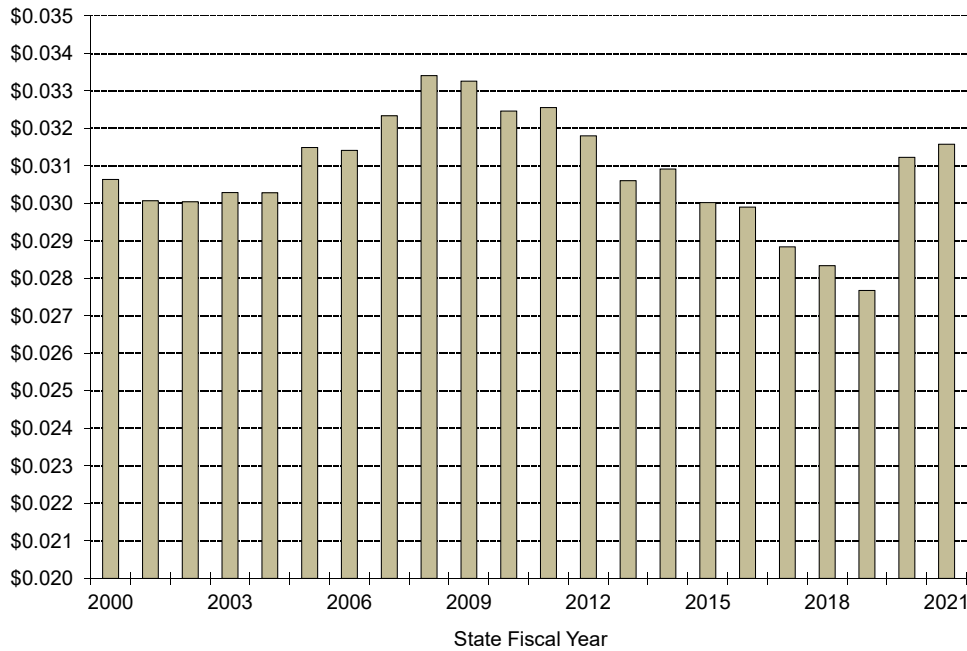
F-B4: Tax Share of Gasoline Prices (constant 2019 dollars)



T-B4: Tax Share of Gasoline Prices (constant 2019 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	\$1.442	\$0.250	\$0.388	\$0.041	\$0.679
2004	\$1.753	\$0.240	\$0.379	\$0.039	\$0.659
2005	\$2.320	\$0.243	\$0.395	\$0.040	\$0.678
2006	\$2.616	\$0.234	\$0.393	\$0.025	\$0.653
2007	\$2.837	\$0.228	\$0.383	\$0.025	\$0.637
2008	\$3.277	\$0.220	\$0.370	\$0.024	\$0.614
2009	\$2.161	\$0.217	\$0.365	\$0.024	\$0.605
2010	\$2.650	\$0.215	\$0.361	\$0.023	\$0.599
2011	\$3.446	\$0.211	\$0.354	\$0.023	\$0.588
2012	\$3.464	\$0.205	\$0.344	\$0.022	\$0.571
2013	\$3.275	\$0.201	\$0.338	\$0.022	\$0.561
2014	\$3.071	\$0.198	\$0.333	\$0.022	\$0.553
2015	\$2.590	\$0.197	\$0.331	\$0.021	\$0.549
2016	\$2.286	\$0.196	\$0.328	\$0.021	\$0.545
2017	\$2.526	\$0.192	\$0.323	\$0.021	\$0.535
2018	\$2.774	\$0.188	\$0.315	\$0.020	\$0.524
2019	\$2.603	\$0.184	\$0.309	\$0.020	\$0.513
2020	\$2.564	\$0.181	\$0.304	\$0.020	\$0.505
2021	\$2.121	\$0.180	\$0.302	\$0.020	\$0.501
2006-2021 % Change	-18.9%	-23.3%	-23.3%	-23.3%	-23.3%
2006-2021 Compound Annual Growth Rate	-1.4%	-1.8%	-1.8%	-1.8%	-1.8%

F-B5: Revenue per Vehicle Mile Traveled (constant 2019 dollars)

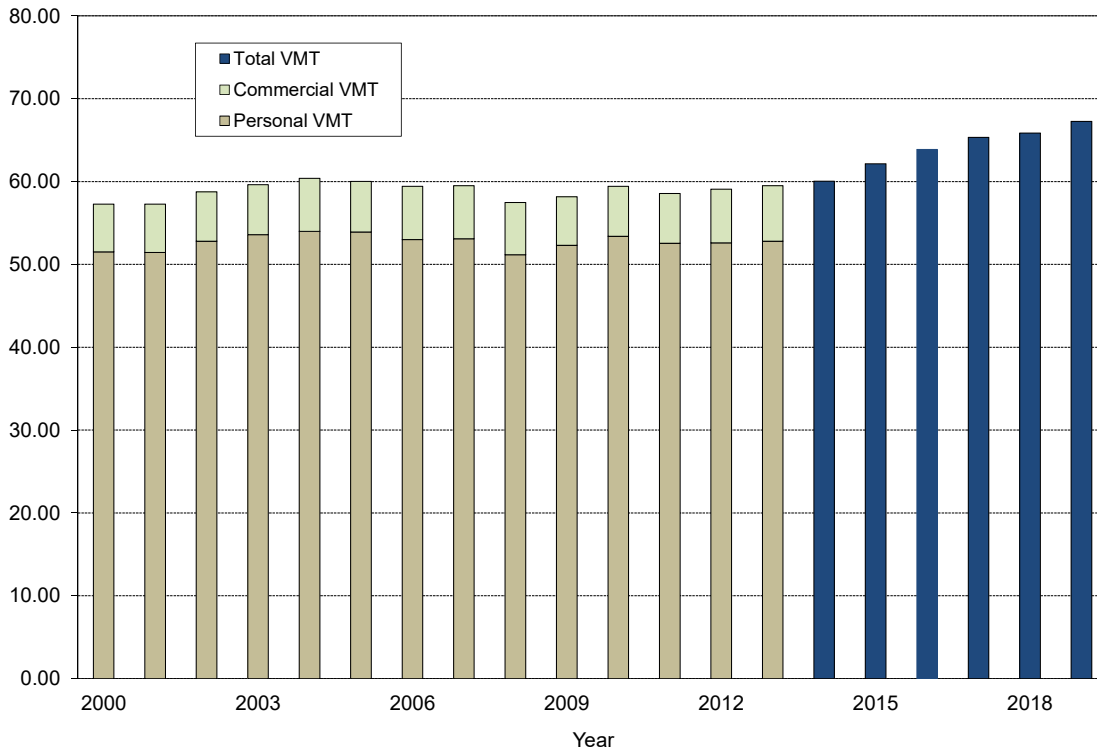


T-B5: Revenue per Vehicle Mile Traveled (constant 2019 dollars)

State Fiscal Year	State Motor Vehicle Revenue (nominal \$ in millions)					Total Revenue	VMT (billions)	Revenue per VMT (Constant 2019 \$)
	Motor Fuel Taxes	Registration Fees	Drivers License Fees	Motor Carrier Fees	Other Motor Vehicle Fees			
2000	809.46	361.82	35.39	3.03	14.30	1,224.00	57.27	\$0.0306
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	58.75	\$0.0300
2003	902.48	369.47	29.82	2.69	22.48	1,326.94	59.62	\$0.0303
2004	934.60	414.21	29.94	2.09	21.93	1,402.77	60.40	\$0.0303
2005	955.55	421.59	30.63	1.40	21.38	1,430.55	60.02	\$0.0315
2006	962.77	449.30	30.54	0.83	22.40	1,465.85	59.40	\$0.0314
2007	1,006.01	487.75	30.51	0.63	25.73	1,550.63	59.49	\$0.0323
2008	999.95	538.90	35.66	3.74	26.22	1,604.47	57.46	\$0.0334
2009	968.81	600.32	42.07	3.76	24.42	1,639.38	58.16	\$0.0333
2010	971.79	610.25	41.72	0.91	26.20	1,650.87	59.42	\$0.0325
2011	988.26	602.92	41.81	4.18	26.90	1,664.06	58.55	\$0.0326
2012	983.86	634.08	40.80	2.45	25.18	1,686.37	59.02	\$0.0318
2013	966.99	629.53	40.11	2.46	24.13	1,663.22	59.48	\$0.0306
2014	999.42	657.70	39.24	2.36	23.80	1,722.52	60.04	\$0.0309
2015	1,013.43	665.11	38.60	2.47	23.65	1,743.26	62.14	\$0.0300
2016	1,037.72	690.91	39.68	2.32	25.84	1,796.47	63.87	\$0.0299
2017	1,044.54	692.89	39.38	2.52	25.91	1,805.24	65.32	\$0.0288
2018	1,046.05	713.71	39.72	2.50	27.15	1,829.14	65.88	\$0.0283
2019	1,046.56	720.05	39.75	2.50	27.31	1,836.17	66.34	\$0.0277
2020	1,087.25	893.34	40.52	2.54	28.99	2,052.63	64.71	\$0.0312
2021	1,092.32	954.47	40.91	2.54	20.45	2,110.69	65.23	\$0.0316
2006-2021 % Change	13.5%	112.4%	34.0%	204.1%	-8.7%	44.0%	9.8%	0.5%
2006-2021 Compound Annual Growth Rate	0.8%	5.2%	2.0%	7.7%	-0.6%	2.5%	0.6%	0.0%

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.

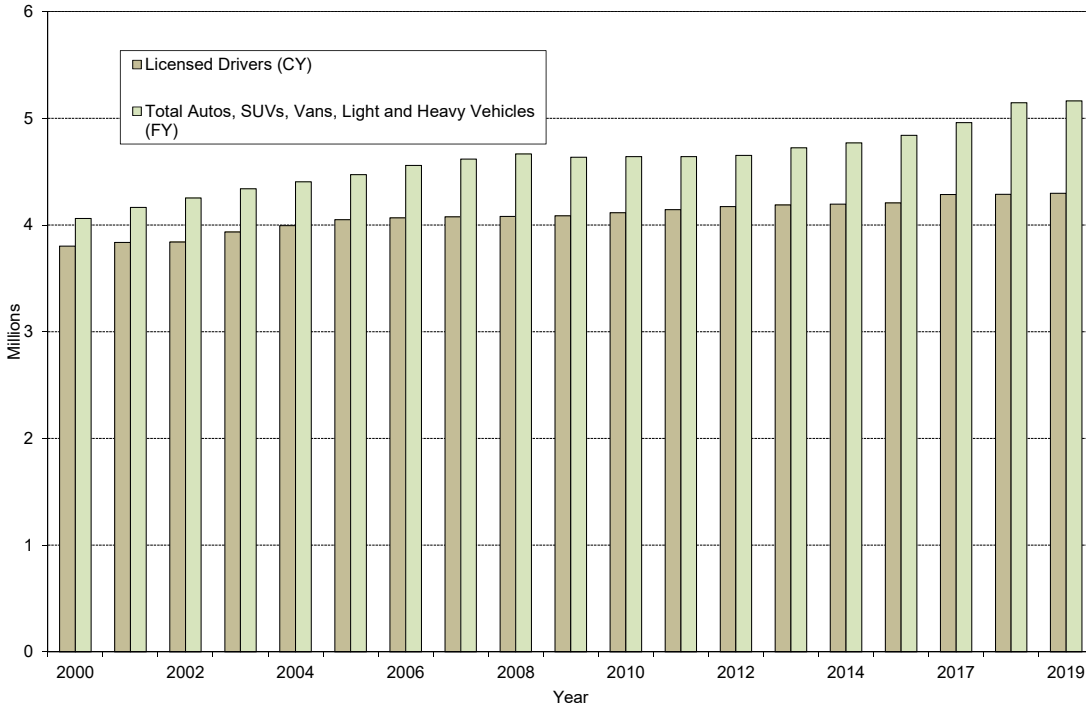
F-B6: Estimated Vehicle Miles Traveled in Wisconsin (billions)



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			65.88
2019			66.34
2006-2021% Change	-100.0%	-100.0%	11.7%
2006-2021 Compound Annual Growth Rate	-100.0%	-100.0%	0.9%

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

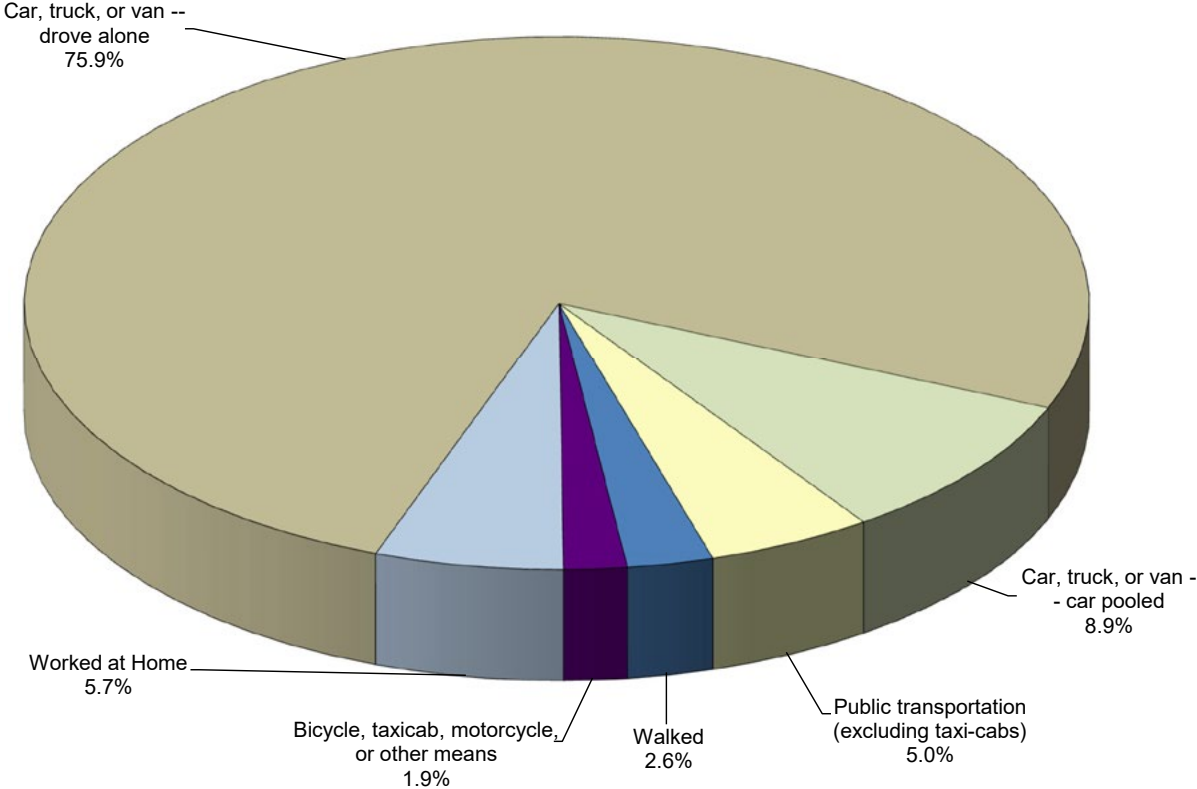


T-B7: Licensed Drivers and Motor Vehicle Registrations (millions)

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
2018	3.90	0.95	0.29	5.14	4.29
2019	3.92	0.96	0.29	5.16	4.30
2006-2019 % Change	9.0%	4.2%	24.8%	8.8%	5.4%
2006-2019 Compound Annual Growth Rate	0.8%	0.4%	2.0%	0.8%	0.5%

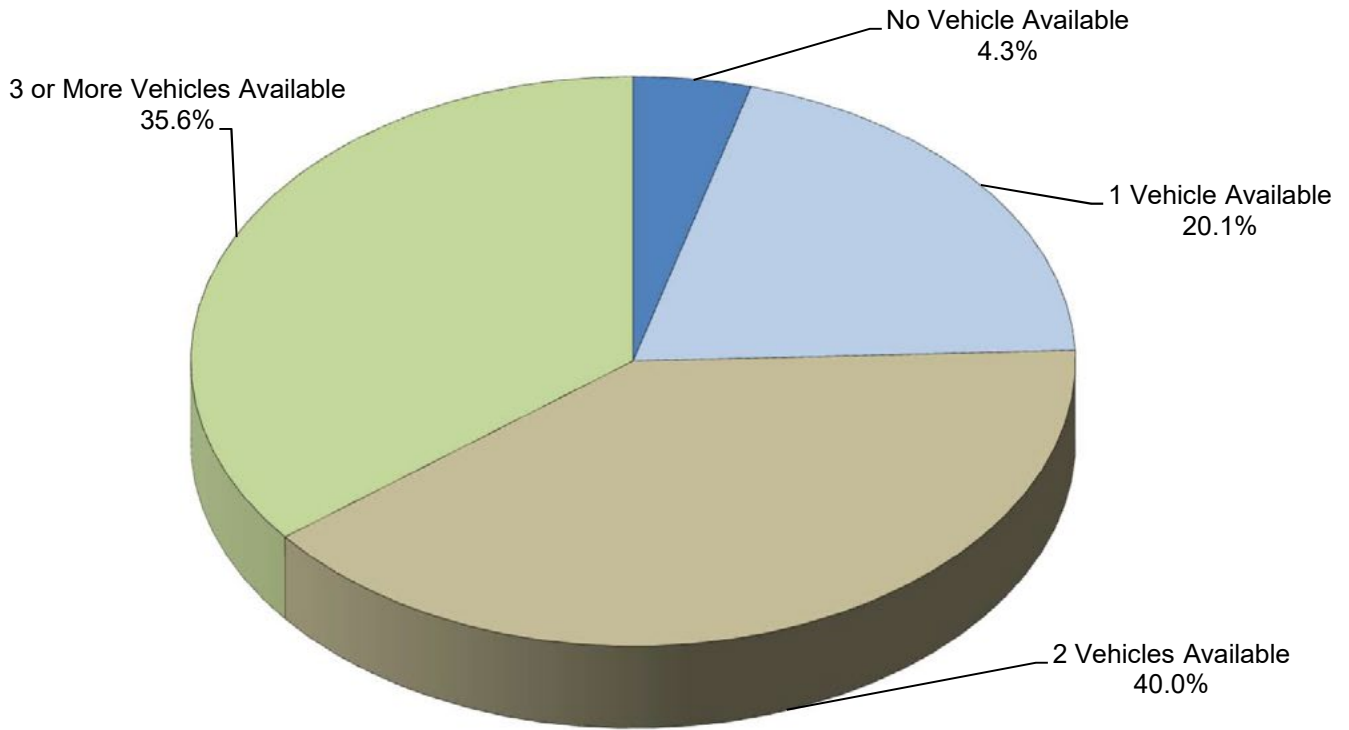
Note: Vehicle registration counts above are based on plate types and do not include motorcycles, mobile homes, mopeds, and several other vehicle types. Light truck and heavy vehicle categories include a variety of fee levels and should not be used to estimate revenues.

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



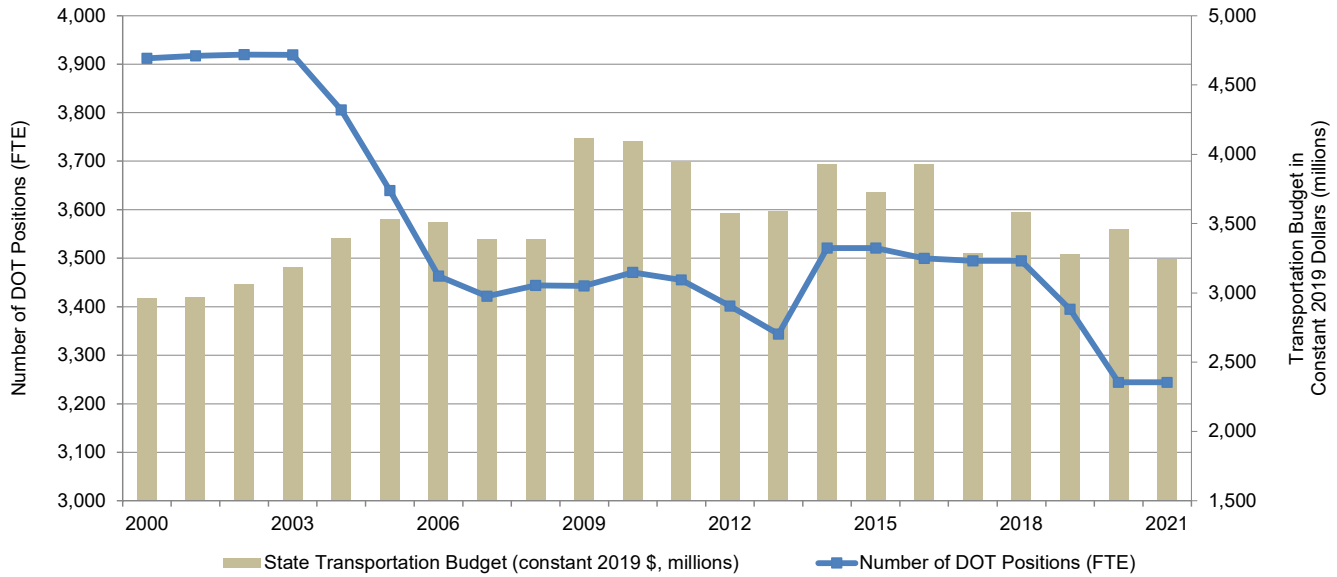
Source: U.S. Department of Commerce, Census Bureau, 2010–2014 American Community Survey 5-Year Estimates.

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 2019 \$, millions)	Annual % Change ²
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%	3,455.05	-3.2%
2017	3,494.50	-0.1%	3,143.90	-9.0%
2018	3,494.81	0.0%	3,511.27	11.7%
2019	3,394.81	-2.9%	3,155.06	-10.1%
2020	3,244.11	-4.4%	3,429.20	8.7%
2021	3,244.11	0.0%	3,151.72	-8.1%
2006-2021 % Change	-6.3%		-6.4%	
2006-2021 Compound Annual Growth Rate	-0.5%		-0.5%	

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

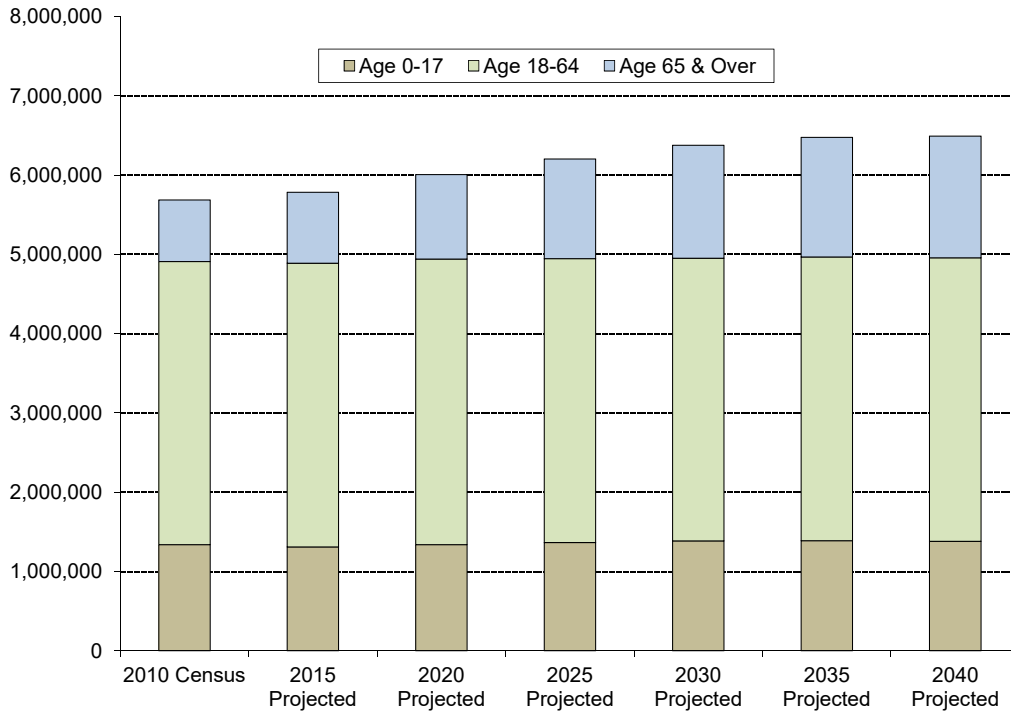
Department reorganization occurred as a result of the biennial budgets for 2005 – 07.

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 (FY2019 \$)
	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%	0.735
2004	186.1	2.2%	0.767
	191.7	3.0%	0.757
2006	198.9	3.8%	0.786
2007	204.1	2.6%	0.806
2008	211.7	3.7%	0.836
2009	214.6	1.4%	0.848
	216.8	1.0%	0.856
2011	221.1	2.0%	0.873
2012	227.6	2.9%	0.899
2013	231.4	1.7%	0.914
2014	235.0	1.6%	0.928
	236.7	0.7%	0.935
2016	238.2	0.7%	0.941
2017	242.6	1.9%	0.958
2018	248.1	2.3%	0.980
2019	253.3	2.1%	1.000
	257.2	1.6%	1.016
2021	259.5	0.9%	1.025

Source: IHS Markit

APPENDIX E

Biennial Budget Act Numbers

Biennial Budget Act Numbers (Executive Budget Act)

Biennial Budget	Bill Number	Act Number	Date Enacted	Notes
2019 – 2021	AB 56	2019 Act 9	July 3, 2019	Executive Budget Act
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 FY2007
	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 FY2003 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.