

2024–2025

Transportation Budget Trends



Hill Farms State Office Building
4822 Madison Yards Way
Madison, WI 53705

rev. 2025

CONTENTS

Transportation Budget Trends

2024–2025

Wisconsin Department of Transportation

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

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A message to our readers

The Wisconsin Department of Transportation is pleased to provide you with the 2024 – 2025 edition of Transportation Budget Trends. This document, in combination with the interactive spreadsheet, 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 2025 and provides a look at how those revenues have been budgeted by the Legislature and the Governor. The most recent data reflects 2023 Wisconsin Act 19.

To make the data contained in this report more accessible, the department has revised the formatting of the information. The following document still provides a narrative on state and federal budget revenues and appropriations, with the remaining sections focusing on appropriations for state highways, local transportation capital assistance, local transportation aids, department operations, bonding debt service, and other state agencies.

However, instead of the usual tables and charts, the user can manage and filter the available information in the adjoining spreadsheet by program or appropriation. This is the same information that was provided to past users of Transportation Budget Trends but in a format that permits it to be managed and analyzed in a way that serves their needs.

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

ACCESSING BUDGET DATASET

Financial data in the Budget Trends database is provided in both nominal dollars and constant 2025 dollars to allow comparison of real value.

The dataset summarizes budget trends by major transportation programs: 1) Transportation Aids 2) Local Transportation Assistance 3) State Highway Facilities 4) General Transportation Operations 5) Motor Vehicle Service and Enforcement 6) Debt Services and 7) Other. The data provided covers the period from state fiscal years (FY) 2000 through 2025 and the 2024 Federal Expenditure Plan, approved by the Joint Committee on Finance on January 2, 2024.

Budget data for the 2000 to 2023 period are historic; data for 2024 and 2025 are from the 2023 – 2025 Biennial Budget, 2023 Wisconsin Act 19. 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 2000 as the base year for calculating the CAGR and the percentage change over time.

Table of Contents

Introduction

Assumptions and Program Overview	v
F-TR1: Modal Funding Trends, 2000 – 2025 (nominal dollars, millions)	vii
T-TR1: Modal Funding Trends, 2000 – 2025 (nominal dollars, millions)	viii
F-TR2: Modal Funding Trends, 2000 – 2025 (constant 2025 dollars, millions)	ix
T-TR2: Modal Funding Trends, 2000 – 2025 (constant 2025 dollars, millions)	x

Section 1

State Transportation Revenue	1
T-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars)	3
T-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2025 dollars)	4
F-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)	5
T-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)	6
F-2: State Transportation Revenues by Source of Funds (constant 2025 dollars, millions) ...	7
T-2: State Transportation Revenues by Source of Funds (constant 2025 dollars, millions) ...	8

Section 2

Federal Transportation Funds for Wisconsin	9
F-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)	11
T-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)	12
F-4: Spendable Federal Funds for Wisconsin (constant 2025 dollars, millions)	13
T-4: Spendable Federal Funds for Wisconsin (constant 2025 dollars, millions)	14
T-ARRA 1: Federal Stimulus Funds for Wisconsin (nominal dollars, millions)	16

Section 3

State Transportation Budget Revenues & Appropriations	17
F-5: State Transportation Budget by Source of Funds (nominal dollars, millions)	18
T-5: State Transportation Budget by Source of Funds (nominal dollars, millions)	19
F-6: State Transportation Budget by Source of Funds (constant 2025 dollars, millions)	20
T-6: State Transportation Budget by Source of Funds (constant 2025 dollars, millions)	21
F-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)	22
T-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)	23
F-8: State Transportation Budget by Major Appropriation Category (constant 2025 dollars, millions)	24
T-8: State Transportation Budget by Major Appropriation Category (constant 2025 dollars, millions)	25

Section 4

Appropriations for State Highways	26
F-9: State Highways by Source of Funds (nominal dollars, millions)	27
T-9: State Highways by Source of Funds (nominal dollars, millions)	28
F-10: State Highways by Source of Funds (constant 2025 dollars, millions)	29
T-10: State Highways by Source of Funds (constant 2025 dollars, millions)	30

Section 5

Appropriations for Local Transportation Capital Assistance	34
F-11: Local Transportation Capital Assistance (nominal dollars, millions)	35
T-11: Local Transportation Capital Assistance (nominal dollars, millions)	36
F-12: Local Transportation Capital Assistance (constant 2025 dollars, millions)	37
T-12: Local Transportation Capital Assistance (constant 2025 dollars, millions)	38

Section 6

Appropriations for Local Transportation Aids	41
F-13: Local Transportation Aids (nominal dollars, millions).....	42
T-13: Local Transportation Aids (nominal dollars, millions).....	43
F-14: Local Transportation Aids (constant 2025 dollars, millions).....	44
T-14: Local Transportation Aids (constant 2025 dollars, millions).....	45
F-15: GTA Share of Six-Year Average Costs (Standard Rate)	47
T-15: GTA Share of Six-Year Average Costs (Standard Rate).....	48
F-16: Number of Municipalities Receiving Mileage-Based GTA.....	49
T-16: Number of Municipalities Receiving Mileage-Based GTA.....	50
F-17: GTA Distribution by Governmental Unit (nominal dollars, millions)	51
T-17: GTA Distribution by Governmental Unit (nominal dollars, millions)	52
F-17A: GTA Distribution by Governmental Unit (constant 2025 dollars, millions)	53
T-17A: GTA Distribution by Governmental Unit (constant 2025 dollars, millions)	54
F-18: Share of Transit Costs Covered by State Operating Aid.....	55
T-18: Share of Transit Costs Covered by State Operating Aid.....	56

Section 7

Other Transportation Appropriations 58

F-19: Department Operations (nominal dollars, millions)	59
T-19: Department Operations (nominal dollars, millions)	60
F-20: Department Operations (constant 2025 dollars, millions)	61
T-20: Department Operations (constant 2025 dollars, millions)	62
F-21: Bonding Debt Service (nominal dollars, millions)	65
T-21: Bonding Debt Service (nominal dollars, millions)	66
F-22: Bonding Debt Service (constant 2025 dollars, millions)	67
T-22: Bonding Debt Service (constant 2025 dollars, millions)	68
F-22A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)	69
T-22A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)	70
F-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2025 dollars, millions)	71
T-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2025 dollars, millions)	72
F-23: Other Agencies (nominal dollars, millions)	73
T-23: Other Agencies (nominal dollars, millions)	74
F-24: Other Agencies (constant 2025 dollars, millions)	75
T-24: Other Agencies (constant 2025 dollars, millions)	76

Appendix A

Consumer Price Index – Urban A-1

INTRODUCTION

Assumptions and Program Overview

This report and dataset present information on major transportation programs of the Wisconsin Department of Transportation (WisDOT). Each section provides brief program descriptions to assist in analyzing specific program financial data. For selected programs, supplemental information is presented to enhance understanding of the trends that have occurred within program funding.

Program data is presented in nominal and constant dollars. Nominal dollars show the amounts appropriated by the Legislature through the biennial budget each year or through special legislation. These values are not adjusted for inflation. Constant dollars incorporate the impact of inflation; purchasing power is lost as inflation increases. Using a base year of 2025, constant dollars are calculated using the Consumer Price Index-Urban (CPI-U) to generate inflated costs in subsequent fiscal years. (See [Appendix A](#) for the table used to convert nominal dollars to constant 2025-dollar amounts.)

Note: Starting with the 2024-25 Transportation Budget Trends document the base year for the Consumer Price Index-Urban (CPI-U) inflationary adjustment switched from the start of the biennium to the end. The change was necessary to avoid confusion associated with the constant dollars after the base year appearing to decrease after the inflationary adjustment. The new methodology prevents that from occurring with the calculation.

Assumptions

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

- State appropriations through FY2025 reflect biennial budget act amounts. For prior fiscal years, appropriations include amounts from federal plan adjustments and subsequent legislation, e.g., 13.10 requests. Program lapse amounts and employee pay plan adjustments are not included because they are included in the biennial budget acts.
- 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 provided in the document.
- Local funds reflect estimates of the portion of project costs under certain programs that have been or will be paid or reimbursed by entities other than the state or federal government.
- Allotments approved by the Department of Administration without Joint Committee on Finance action are not included, e.g., re-estimates of local and federal funds.

- Since, in many cases, dollars are available for more than the year in which they were originally authorized, actual expenditures in any year may have been more or less than indicated. Unless otherwise indicated, state fiscal years, which begin on July 1 and end on June 30, are shown.
- The state's Transportation Fund relies on a variety of revenue sources to invest in several 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. To compare changes in real dollars, most of the data in this report and the adjoining dataset are provided in both nominal dollars and constant 2025 dollars. Because most of the figures cited are in the state budget, the conversion factors used are for state fiscal years. Since the conversion factors are slightly different for federal fiscal year and calendar year, there is less precision in constant dollar conversions for federal and local funds.

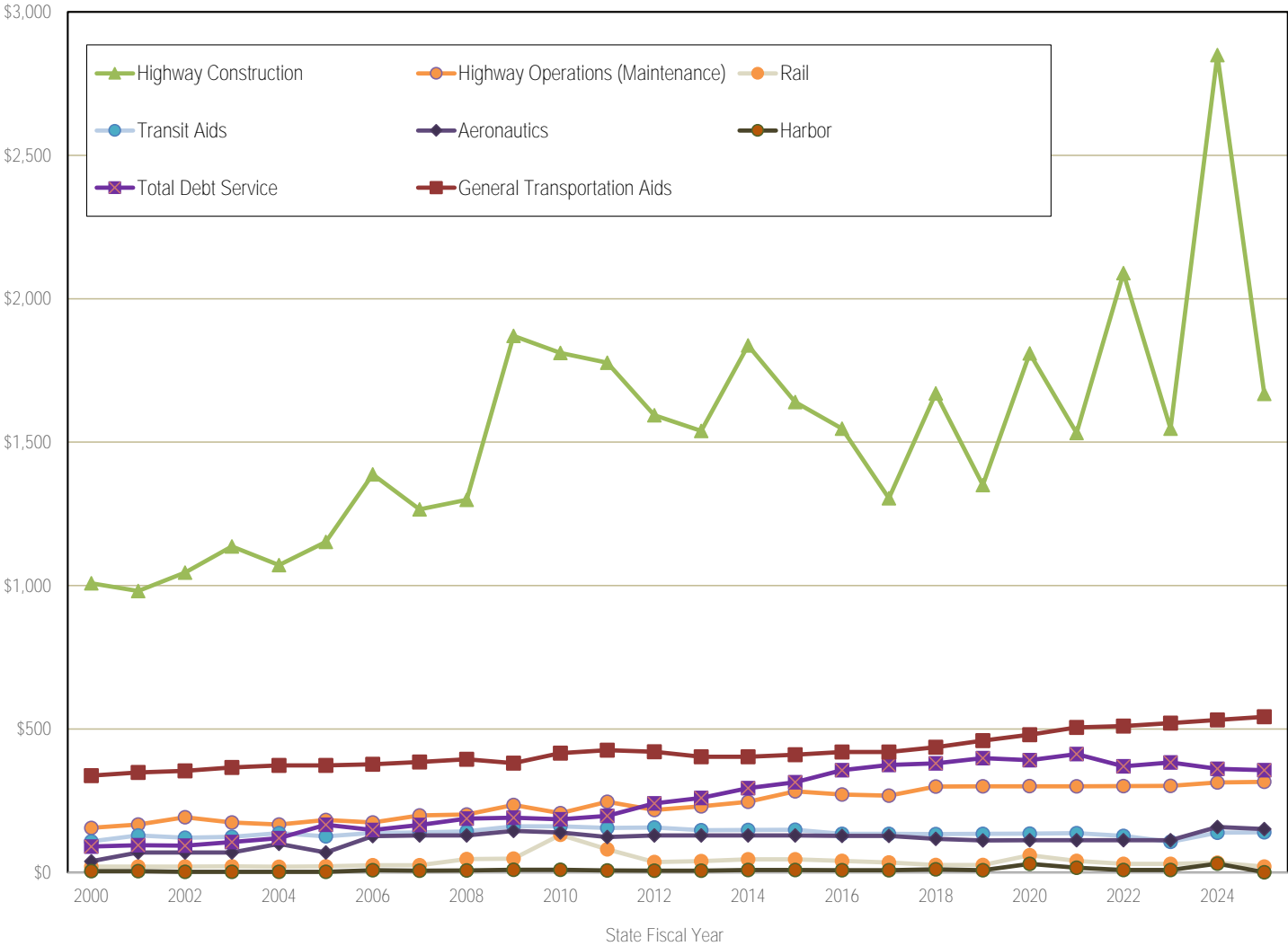
Program Overview

For the purposes of this analysis, the WisDOT budget funds modal and non-modal program costs. Modal costs include highway construction, highway maintenance, transit, rail, aeronautics, harbors, debt service, and general transportation aids to local units of government. Non-modal costs include elderly and disabled transportation assistance, special aids to local units of government, allocations to other Wisconsin state agencies, and department operations, including costs for operating the Division of Motor Vehicles, Division of State Patrol, and business operations of the department. Although related to the modal side of the budget, costs for highway administration and planning and multimodal grants and activities are also considered non-modal programs.

The largest share of the WisDOT budget is appropriated for modal programs. Figures and tables [T-TR1: Modal Funding Trends, 2000 - 2025](#) and [T-TR2: Modal Funding Trends, 2000 - 2025](#) below provide an overview of the major budget trends in transportation modal programs in nominal dollars and constant 2023 dollars (millions) for the period 2000 through 2025.

The main sources of state funding for transportation programs are motor vehicle fuel taxes and auto registration fees. Tables [TR3](#) and [TR4](#) provide an overview of changes in fuel tax and auto registration fee rates for the period 2000 through 2025.

F-TR1: Modal Funding Trends, 2000 – 2025 (nominal dollars, millions)



Introduction, Assumptions and Program Overview

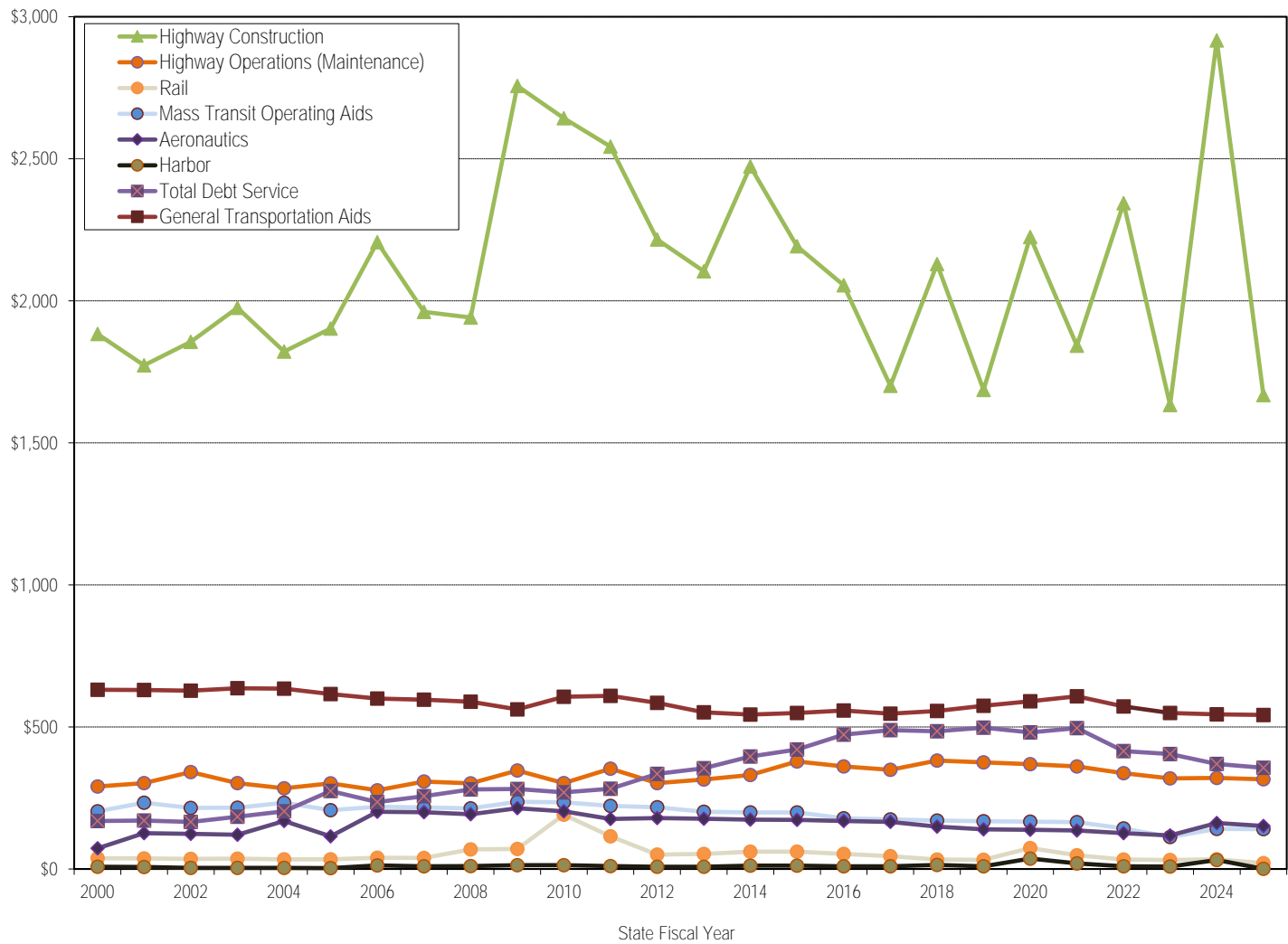
T-TR1: Modal Funding Trends, 2000 – 2025 (nominal dollars, millions)

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	219.5	545.2	-	-	243.4	155.4	108.7	20.2	38.9	4.1	90.3	337.5	1,763.2
2001	223.0	572.0	-	-	186.1	167.3	128.9	20.4	69.6	4.1	94.5	348.5	1,814.5
2002	231.9	581.3	52.3	-	179.6	192.1	121.3	20.2	69.5	2.1	93.3	353.8	1,897.4
2003	241.6	562.1	151.6	-	181.5	174.2	124.2	20.8	69.4	2.1	105.8	366.2	1,999.5
2004	239.7	540.7	87.2	-	203.7	167.0	137.1	19.8	99.3	2.1	119.7	373.3	1,989.8
2005	242.9	544.3	175.7	-	189.7	182.6	125.6	20.7	69.5	2.1	166.3	373.3	2,092.7
2006	244.0	593.4	377.3	-	172.7	174.3	137.6	24.7	126.5	8.0	148.2	377.1	2,383.7
2007	330.8	631.8	96.0	-	206.8	198.6	139.6	25.0	128.8	6.0	165.3	384.6	2,313.3
2008	282.4	674.6	167.4	-	174.6	201.9	142.9	46.3	129.1	7.0	187.5	394.2	2,407.9
2009	379.6	905.9	337.5	-	247.6	235.5	160.4	47.8	145.1	8.9	191.0	381.2	3,040.5
2010	362.5	870.9	203.5	116.5	257.3	207.0	160.7	131.0	139.4	9.2	184.8	415.7	3,058.5
2011	355.9	694.7	437.3	113.1	175.9	246.5	155.4	80.6	123.3	6.9	197.2	425.9	3,012.7
2012	372.2	809.2	232.0	-	180.8	217.4	156.3	36.3	129.2	5.9	240.7	420.7	2,800.7
2013	371.6	798.8	188.0	-	180.8	230.7	147.4	39.1	129.2	5.9	259.5	403.5	2,754.5
2014	360.5	835.3	231.0	226.0	184.4	246.1	147.7	45.5	129.2	8.6	294.2	403.5	3,112.0
2015	367.8	805.6	286.0	-	180.8	282.9	148.7	45.8	129.2	8.6	314.4	410.6	2,980.5
2016	368.4	865.8	99.6	32.8	180.8	271.9	134.2	39.9	127.1	7.3	356.2	419.9	2,903.6
2017	272.7	832.3	15.0	4.0	180.8	267.9	134.2	34.7	127.1	7.3	374.8	419.7	2,670.4
2018	265.1	818.6	335.8	8.0	242.8	299.5	134.1	26.0	117.2	10.9	380.2	436.5	3,074.6
2019	298.6	807.6	40.8	-	203.1	300.4	134.5	25.8	111.5	7.7	398.4	459.7	2,788.3
2020	281.4	945.2	172.7	27.0	383.2	300.3	135.6	60.0	112.5	29.9	391.1	479.9	3,318.8
2021	282.8	992.7	53.7	-	203.2	300.3	137.2	40.0	112.5	16.7	412.5	505.7	3,057.4
2022	282.8	1,152.4	60.0	10.0	584.0	300.8	127.2	30.0	112.2	8.3	369.8	510.2	3,547.6
2023	282.8	1,039.2	22.0	-	203.3	301.9	106.6	30.0	112.2	8.3	383.0	520.4	3,009.7
2024	362.3	1,149.1	180.7	400.0	757.6	313.5	138.3	33.5	158.5	30.7	361.1	531.8	4,064.5
2025	229.6	1,121.2	57.5	-	260.2	315.7	140.1	20.5	151.5	0.7	356.1	542.4	3,195.5
2000-2025 % Change	65.5%					103.1%	28.9%	1.6%	289.0%	-84.1%	294.3%	60.7%	81.2%
2000-2025 Compound Annual Growth Rate	0.2%	2.8%	N/A	N/A	0.3%	2.8%	1.0%	0.1%	5.4%	-6.8%	5.4%	1.8%	2.3%

Note: **Funding for Southeast Rehab ended in FY2011 and began for Southeast 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.

F-TR2: Modal Funding Trends, 2000 – 2025 (constant 2025 dollars, millions)



Introduction, Assumptions and Program Overview

T-TR2: Modal Funding Trends, 2000 – 2025 (constant 2025 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	410.2	1,018.7	-	-	454.7	290.4	203.1	37.7	72.8	7.6	168.8	630.7	3,294.8
2001	403.0	1,033.7	-	-	336.2	302.4	233.0	36.9	125.7	7.4	170.8	629.8	3,278.8
2002	411.8	1,032.2	92.9	-	318.9	341.2	215.4	35.9	123.4	3.7	165.6	628.1	3,369.1
2003	419.8	976.6	263.4	-	315.3	302.7	215.7	36.2	120.7	3.6	183.8	636.1	3,473.8
2004	407.4	919.1	148.3	-	346.3	283.9	233.0	33.7	168.8	3.6	203.5	634.6	3,382.2
2005	400.9	898.3	289.9	-	313.0	301.4	207.3	34.2	114.7	3.5	274.4	616.1	3,453.5
2006	387.9	943.7	599.9	-	274.7	277.1	218.8	39.3	201.2	12.7	235.6	599.6	3,790.5
2007	512.7	979.2	148.8	-	320.5	307.8	216.3	38.7	199.6	9.3	256.2	596.1	3,585.3
2008	422.0	1,008.1	250.1	-	261.0	301.7	213.6	69.2	193.0	10.4	280.2	589.2	3,598.4
2009	559.4	1,335.1	497.4	-	364.9	347.1	236.4	70.4	213.9	13.1	281.5	561.8	4,481.0
2010	529.1	1,271.0	297.0	170.0	375.5	302.1	234.5	191.2	203.5	13.4	269.7	606.7	4,463.7
2011	509.4	994.1	625.8	161.9	251.7	352.8	222.4	115.4	176.5	9.9	282.3	609.4	4,311.3
2012	517.4	1,124.9	322.6	-	251.4	302.2	217.3	50.5	179.7	8.2	334.7	584.8	3,893.6
2013	508.0	1,092.1	257.0	-	247.2	315.4	201.5	53.5	176.7	8.1	354.7	551.7	3,765.9
2014	485.4	1,124.6	311.0	304.2	248.3	331.3	198.8	61.2	173.9	11.6	396.1	543.2	4,189.5
2015	491.7	1,076.8	382.3	-	241.7	378.2	198.8	61.2	172.7	11.5	420.2	548.9	3,983.9
2016	489.2	1,149.6	132.3	43.6	240.1	361.0	178.1	52.9	168.7	9.6	472.9	557.5	3,855.6
2017	355.5	1,084.9	19.6	5.2	235.7	349.2	174.9	45.3	165.6	9.5	488.6	547.1	3,481.1
2018	337.9	1,043.6	428.1	10.2	309.5	381.8	170.9	33.1	149.5	13.9	484.7	556.5	3,919.9
2019	373.0	1,008.8	51.0	-	253.7	375.3	168.0	32.2	139.3	9.6	497.6	574.3	3,482.9
2020	346.0	1,162.2	212.3	33.2	471.2	369.3	166.7	73.8	138.4	36.7	480.9	590.1	4,080.9
2021	340.0	1,193.4	64.6	-	244.3	361.1	165.0	48.1	135.3	20.0	496.0	608.0	3,675.6
2022	317.2	1,292.7	67.3	11.2	655.2	337.5	142.7	33.6	125.9	9.3	414.8	572.3	3,979.7
2023	298.5	1,097.1	23.2	-	214.6	318.7	112.5	31.6	118.4	8.8	404.4	549.3	3,177.1
2024	370.8	1,176.3	184.9	409.5	775.5	320.9	141.6	34.2	162.2	31.4	369.7	544.3	4,521.4
2025	229.6	1,121.2	57.5	-	260.2	315.7	140.1	20.5	151.5	0.7	356.1	542.4	3,195.5
2000-2025 % Change	-11.4%					8.7%	-31.0%	-45.6%	108.2%	-91.5%	111.0%	-14.0%	-3.0%
2000-2025 Compound Annual Growth Rate	-2.2%	0.4%	N/A	N/A	-2.1%	0.3%	-1.4%	-2.3%	2.9%	-9.0%	2.9%	-0.6%	-0.1%

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 77.6% of state collected transportation revenue and 52.6% of total budgeted transportation funds (2023 – 2025).

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 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.

FY2023

- Beginning on October 1, 2023, 2023 Wisconsin Act 19 (the 2023–25 biennial budget) required an increase in registration fees from \$100 to \$175 for electric vehicles.

FY2024

- 2023 Wisconsin Act 19 added a One-Time General Fund Transfer of \$555.5 million in FY2024.
- Electric Vehicle Sales Tax Transfer of \$39.3 million in FY2024 and \$55.1 million in FY2025 from the general fund to the transportation fund.

FY2025

- Legislation requires an \$8 million Railroad Personal Property Tax Transfer in FY2025 to offset the repeal of the railroad personal property tax.
- 2023 Wisconsin Act 121 created a three cent per kwh tax on electric vehicle charging stations.

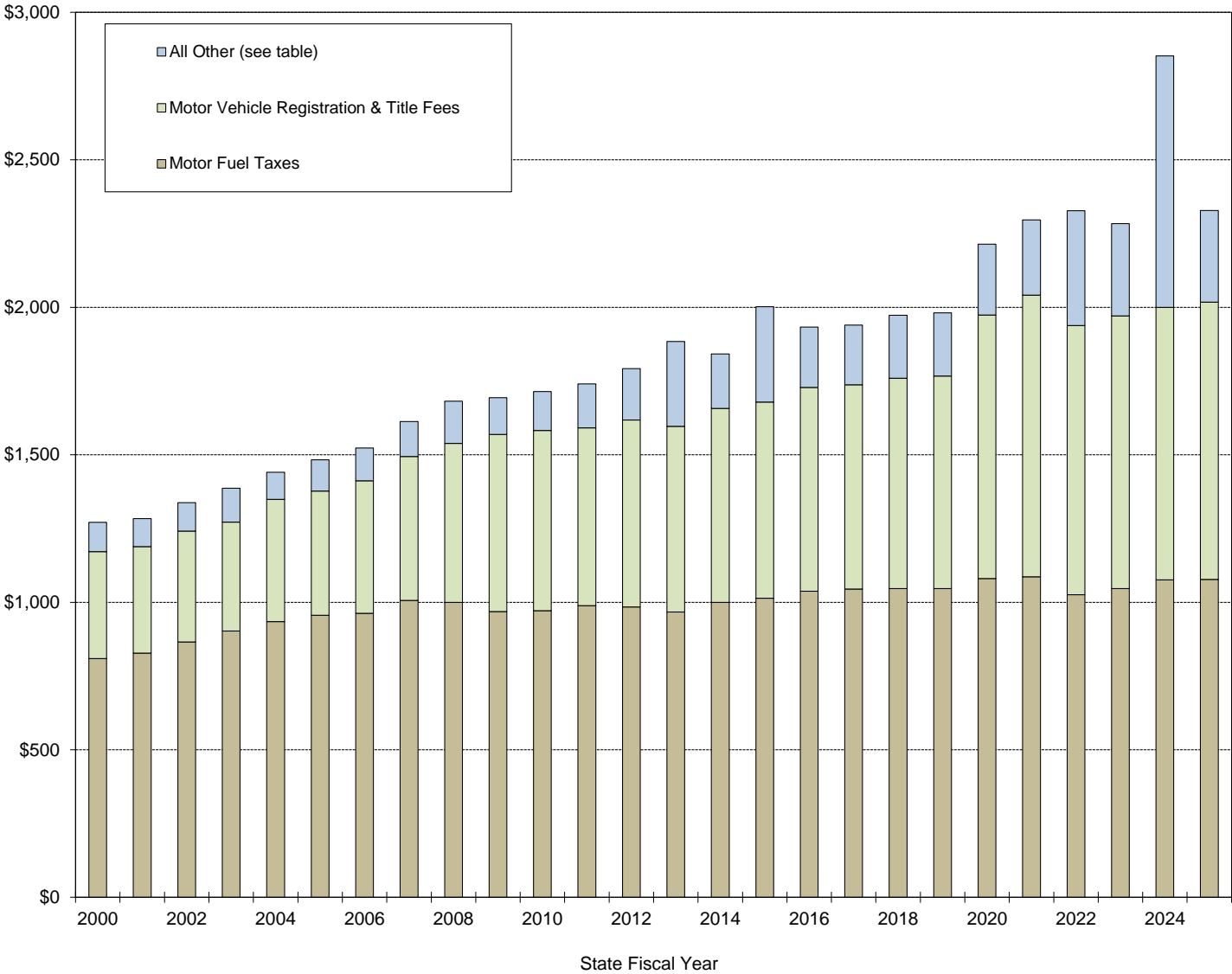
T-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars)

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	-	\$45.00	-
2001	\$0.273	3.4%	\$45.00	-
2002	\$0.281	2.9%	\$45.00	-
2003	\$0.285	1.4%	\$45.00	-
2004	\$0.291	2.1%	\$45.00	-
2005	\$0.299	2.7%	\$55.00	22.2%
2006	\$0.309	3.3%	\$55.00	-
2007	\$0.309	-	\$55.00	-
2008	\$0.309	-	\$75.00	36.4%
2009	\$0.309	-	\$75.00	-
2010	\$0.309	-	\$75.00	-
2011	\$0.309	-	\$75.00	-
2012	\$0.309	-	\$75.00	-
2013	\$0.309	-	\$75.00	-
2014	\$0.309	-	\$75.00	-
2015	\$0.309	-	\$75.00	-
2016	\$0.309	-	\$75.00	-
2017	\$0.309	-	\$75.00	-
2018	\$0.309	-	\$75.00	-
2019	\$0.309	-	\$75.00	-
2020	\$0.309	-	\$85.00	13.3%
2021	\$0.309	-	\$85.00	-
2022	\$0.309	-	\$85.00	-
2023	\$0.309	-	\$85.00	-
2024	\$0.309	-	\$85.00	-
2025	\$0.309	-	\$85.00	-
2000-2025 % Change	17.0%		88.9%	
2000-2025 Compound Annual Growth Rate	0.6%		2.5%	

T-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2025 dollars)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Vehicle Registration Fee (Auto)	Registration Annual % Change
2000	\$0.49		\$84.09	
2001	\$0.49	-0.0%	\$81.32	-3.3%
2002	\$0.50	1.1%	\$79.90	-1.7%
2003	\$0.50	-0.8%	\$78.18	-2.2%
2004	\$0.49	-0.1%	\$76.49	-2.2%
2005	\$0.49	-0.2%	\$90.76	18.7%
2006	\$0.49	-0.4%	\$87.46	-3.6%
2007	\$0.48	-2.5%	\$85.24	-2.5%
2008	\$0.46	-3.6%	\$112.08	31.5%
2009	\$0.46	-1.4%	\$110.53	-1.4%
2010	\$0.45	-1.0%	\$109.46	-1.0%
2011	\$0.44	-1.9%	\$107.33	-1.9%
2012	\$0.43	-2.9%	\$104.27	-2.9%
2013	\$0.42	-1.7%	\$102.54	-1.7%
2014	\$0.42	-1.5%	\$100.97	-1.5%
2015	\$0.41	-0.7%	\$100.25	-0.7%
2016	\$0.41	-0.7%	\$99.59	-0.7%
2017	\$0.40	-1.8%	\$97.77	-1.8%
2018	\$0.39	-2.2%	\$95.62	-2.2%
2019	\$0.39	-2.0%	\$93.68	-2.0%
2020	\$0.38	-1.6%	\$104.52	11.6%
2021	\$0.37	-2.2%	\$102.19	-2.2%
2022	\$0.35	-6.7%	\$95.35	-6.7%
2023	\$0.33	-5.9%	\$89.73	-5.9%
2024	\$0.32	-3.0%	\$87.01	-3.0%
2025	\$0.31	-2.3%	\$85.00	-2.3%
2000-2025 % Change	-37.4%		1.1%	
2000-2025 Compound Annual Growth Rate	-1.8%		0.0%	

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

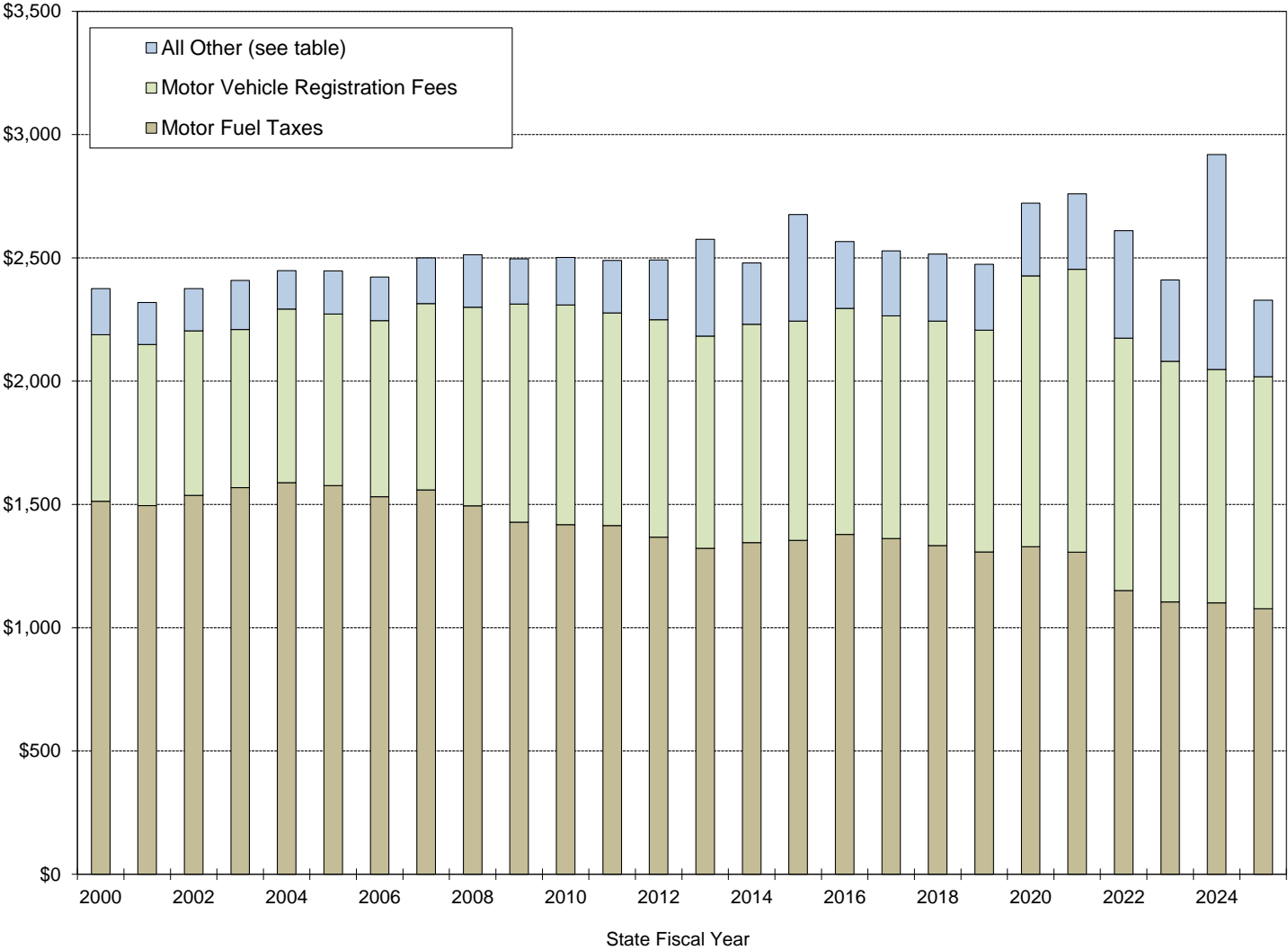


T-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)

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	Electric Vehicle Sales Tax Transfer	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	809.5	361.8	35.4	3.0	14.3	10.9	11.3	-	24.9	-	1,271.1
2001	827.5	361.5	35.4	2.9	14.9	11.1	1.3	-	28.8	-	1,283.4
2002	865.5	376.1	33.0	2.7	18.3	7.3	12.0	-	22.7	-	1,337.7
2003	902.5	369.5	29.8	2.7	22.5	7.3	12.5	-	39.9	-	1,386.6
2004	934.6	414.2	29.9	2.1	21.9	9.9	11.9	-	15.8	-	1,440.4
2005	955.5	421.6	30.6	1.4	21.4	7.9	16.0	-	28.5	-	1,482.9
2006	962.8	449.3	30.5	0.8	22.4	6.6	16.4	-	34.4	-	1,523.3
2007	1,006.0	487.8	30.5	0.6	25.7	8.8	18.3	-	35.1	-	1,612.9
2008	999.9	538.9	35.7	3.7	26.2	8.5	19.9	-	48.5	-	1,681.3
2009	968.8	600.3	42.1	3.8	24.4	7.6	21.6	-	25.0	-	1,693.6
2010	971.8	610.3	41.7	0.9	26.2	5.9	24.1	-	33.3	-	1,714.1
2011	988.3	602.9	41.8	4.2	26.9	8.1	24.8	-	42.9	-	1,739.9
2012	983.9	634.1	40.8	2.5	25.2	7.6	28.1	-	70.1	-	1,792.2
2013	967.0	629.5	40.1	2.5	24.1	8.1	29.1	-	148.1	35.1	1,883.7
2014	999.4	657.7	39.2	2.4	23.8	9.3	31.3	-	43.7	35.1	1,842.0
2015	1,013.4	665.1	38.6	2.5	23.7	9.8	35.7	-	176.6	36.3	2,001.6
2016	1,037.7	690.9	39.7	2.3	25.8	6.8	38.5	-	52.9	38.0	1,932.6
2017	1,044.5	692.9	39.4	2.5	25.9	8.4	45.3	-	41.1	39.5	1,939.5
2018	1,046.1	713.7	39.7	2.5	27.1	8.0	43.9	-	52.1	40.2	1,973.3
2019	1,046.6	720.1	39.7	2.5	27.3	8.0	43.9	-	51.3	41.6	1,981.1
2020	1,080.6	893.3	40.5	2.5	29.0	8.8	48.1	-	66.5	44.2	2,213.6
2021	1,086.7	954.5	40.9	2.5	29.5	9.3	49.5	-	77.8	45.2	2,295.9
2022	1,025.4	913.0	40.7	-	25.9	9.8	44.1	-	89.2	178.9	2,327.1
2023	1,046.5	924.1	41.5	-	26.0	10.7	44.7	-	92.8	97.3	2,283.5
2024	1,076.0	923.9	38.6	-	30.4	6.6	34.4	39.3	654.8	48.1	2,852.1
2025	1,077.2	940.5	38.5	-	30.6	7.4	38.3	55.1	89.0	51.7	2,328.3
2000-2025 % Change	33.1%	159.9%	8.9%	N/A	113.8%	-32.4%	238.8%	N/A	258.0%	N/A	83.2%
2000-2025 Compound Annual Growth Rate	1.1%	3.7%	0.3%	N/A	3.0%	-1.5%	4.8%	N/A	5.0%	N/A	2.4%

Note: "Other Motor Vehicle Fees" include driver abstract sales, auto/limousine rental vehicle fees, and other miscellaneous motor vehicle collections. "Miscellaneous Revenue" includes transfers from the general fund to the transportation fund.

F-2: State Transportation Revenues by Source of Funds (constant 2025 dollars, millions)



T-2: State Transportation Revenues by Source of Funds (constant 2025 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	Electric Vehicle Sales Tax Transfer	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	1,512.6	676.1	66.1	5.7	26.7	20.4	21.1	-	46.5	-	2,375.2
2001	1,495.2	653.3	64.0	5.3	26.9	20.1	2.3	-	52.0	-	2,319.1
2002	1,536.7	667.7	58.6	4.9	32.6	12.9	21.3	-	40.4	-	2,375.1
2003	1,567.9	641.9	51.8	4.7	39.1	12.7	21.6	-	69.3	-	2,408.9
2004	1,588.7	704.1	50.9	3.5	37.3	16.9	20.3	-	26.8	-	2,448.4
2005	1,576.9	695.7	50.6	2.3	35.3	13.0	26.3	-	47.1	-	2,447.1
2006	1,531.0	714.5	48.6	1.3	35.6	10.5	26.2	-	54.7	-	2,422.3
2007	1,559.2	756.0	47.3	1.0	39.9	13.7	28.3	-	54.5	-	2,499.7
2008	1,494.4	805.4	53.3	5.6	39.2	12.7	29.7	-	72.5	-	2,512.6
2009	1,427.8	884.8	62.0	5.5	36.0	11.3	31.9	-	36.8	-	2,496.0
2010	1,418.3	890.6	60.9	1.3	38.2	8.6	35.1	-	48.6	-	2,501.6
2011	1,414.3	862.8	59.8	6.0	38.5	11.7	35.5	-	61.4	-	2,489.9
2012	1,367.8	881.5	56.7	3.4	35.0	10.6	39.0	-	97.4	-	2,491.5
2013	1,322.0	860.7	54.8	3.4	33.0	11.0	39.8	-	202.5	48.0	2,575.3
2014	1,345.4	885.4	52.8	3.2	32.0	12.5	42.2	-	58.9	47.3	2,479.8
2015	1,354.6	889.0	51.6	3.3	31.6	13.2	47.7	-	236.0	48.5	2,675.5
2016	1,377.9	917.4	52.7	3.1	34.3	9.0	51.1	-	70.2	50.5	2,566.2
2017	1,361.7	903.2	51.3	3.3	33.8	10.9	59.1	-	53.6	51.4	2,528.4
2018	1,333.6	909.9	50.6	3.2	34.6	10.2	55.9	-	66.4	51.2	2,515.8
2019	1,307.3	899.4	49.6	3.1	34.1	10.0	54.9	-	64.1	52.0	2,474.6
2020	1,328.8	1,098.5	49.8	3.1	35.6	10.8	59.1	-	81.8	54.4	2,722.0
2021	1,306.4	1,147.5	49.2	3.0	35.4	11.2	59.5	-	93.5	54.3	2,760.1
2022	1,150.3	1,024.2	45.7	-	29.0	11.0	49.5	-	100.1	200.7	2,610.5
2023	1,104.7	975.5	43.8	-	27.4	11.3	47.2	-	98.0	102.7	2,410.6
2024	1,101.4	945.8	39.5	-	31.1	6.8	35.2	40.2	670.3	49.2	2,919.5
2025	1,077.2	940.5	38.5	-	30.6	7.4	38.3	55.1	89.0	51.7	2,328.3
2000-2025 % Change	-28.8%	39.1%	-41.7%	N/A	14.4%	-63.8%	81.3%	N/A	91.6%	N/A	-2.0%
2000-2025 Compound Annual Growth Rate	-1.3%	1.3%	-2.1%	N/A	0.5%	-3.8%	2.3%	N/A	2.5%	N/A	-0.1%

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 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) and was signed into law on November 5, 2021. 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	November 2021
Infrastructure Investment and Jobs Act (IIJA)	November 2021	September 2026

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 distributions. 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 the data in the accompanying tables are provided in cumulative federal fiscal year totals, even if the funding was provided in incremental amounts.

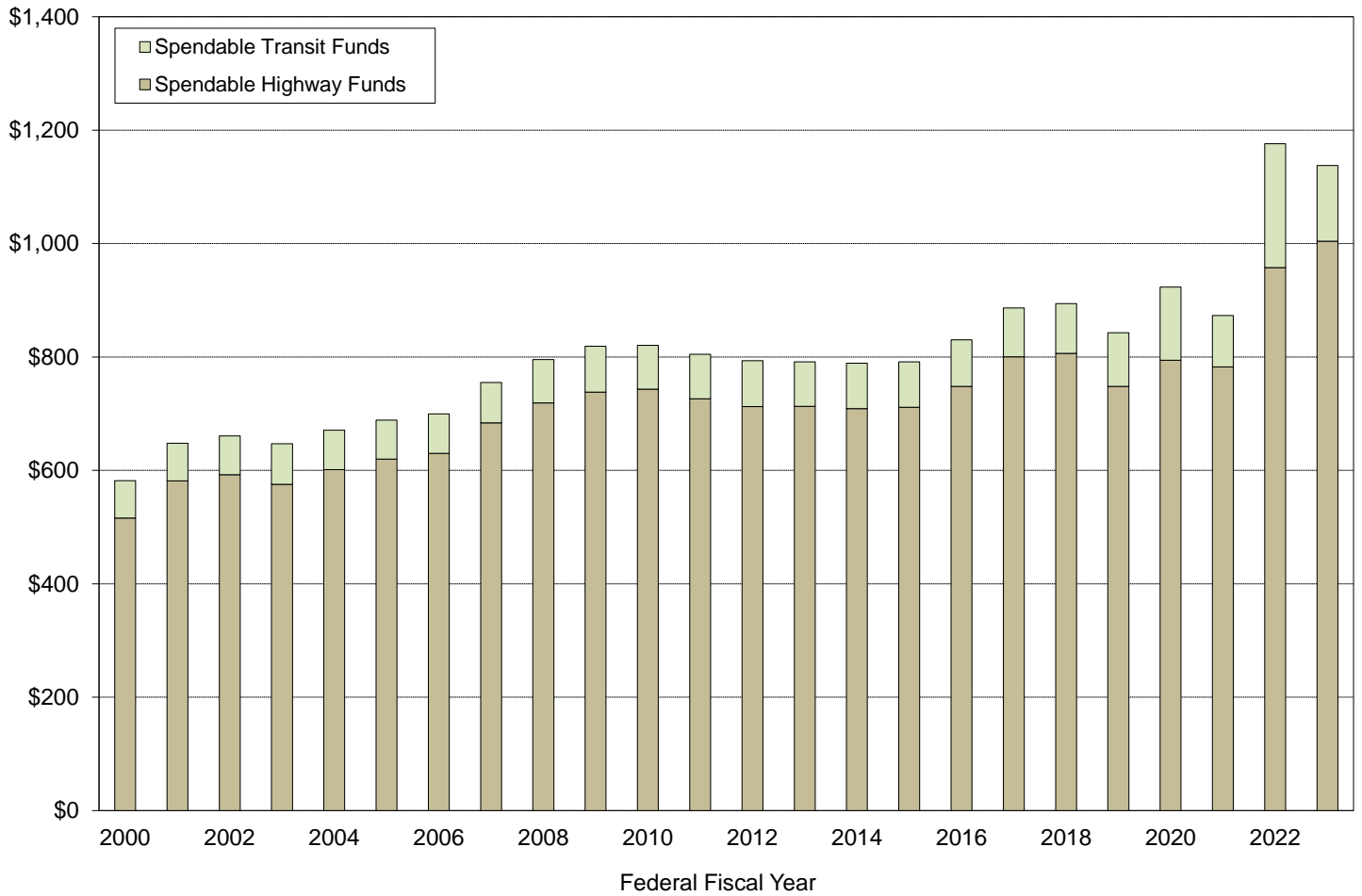
Federal highway programs are funded from the Highway Account (HA) of the Highway Trust Fund (HTF) and from general fund revenues. Receipts into the HTF come from a variety of taxes on highway fuel, tires, heavy vehicle use and truck/trailer sales. The Federal Highway Administration (FHWA) distributes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

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

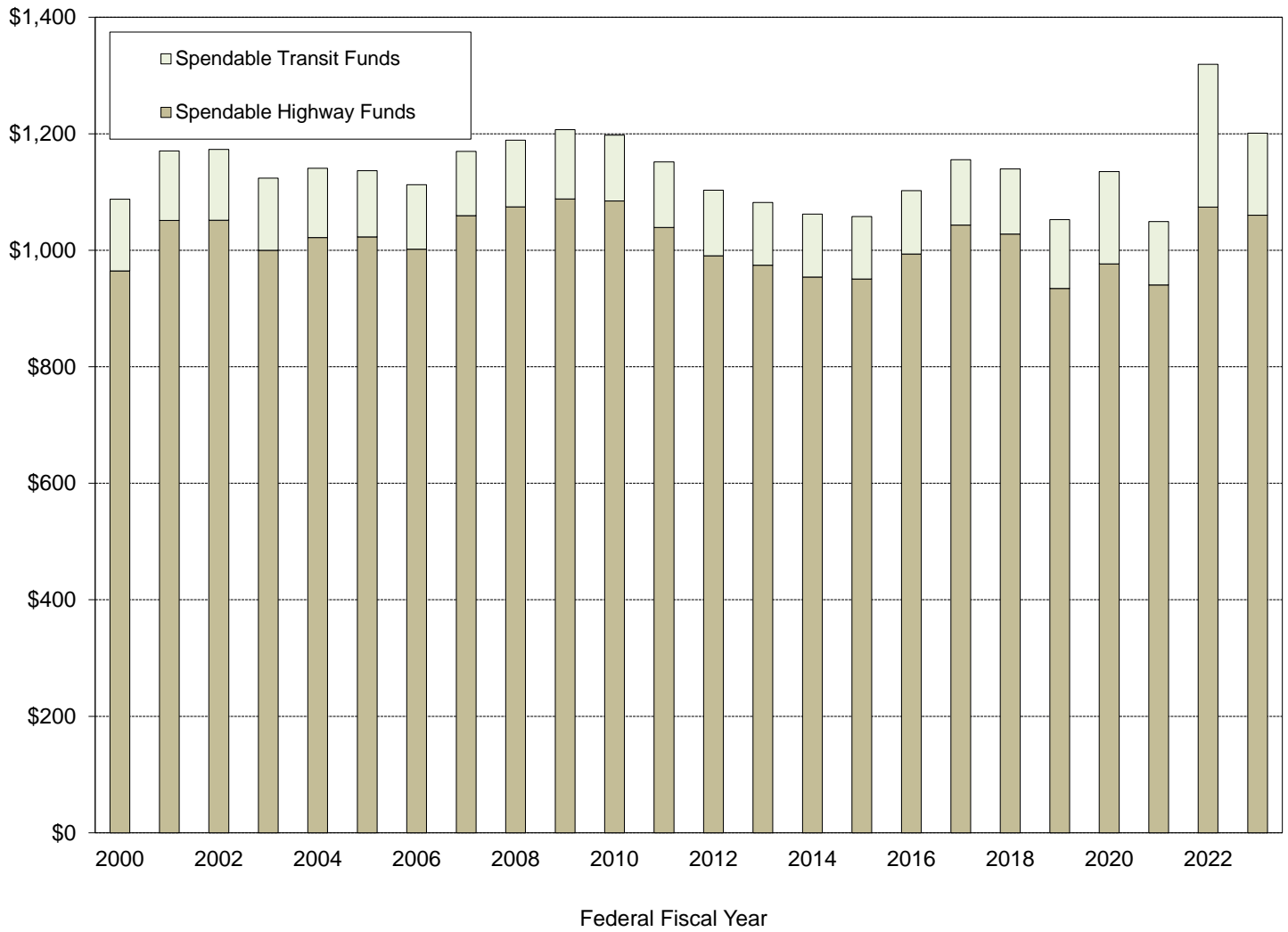


T-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

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	87.7
2019	748.2	94.6
2020	794.3	128.8
2021	782.3	90.6
2022	957.5	218.7
2023	1,004.2	133.3
2000-2023 % Change	94.6%	102.3%
2000-2023 Compound Annual Growth Rate	2.8%	3.0%

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 FFY2013.

F-4: Spendable Federal Funds for Wisconsin (constant 2025 dollars, millions)



T-4: Spendable Federal Funds for Wisconsin (constant 2025 dollars, millions)

Federal Fiscal Year	Spendable Highway Funds	Spendable Transit Funds
2000	964.4	123.1
2001	1,051.0	119.4
2002	1,051.5	121.8
2003	999.8	123.8
2004	1,021.9	118.6
2005	1,023.1	113.5
2006	1,002.0	110.7
2007	1,059.5	110.4
2008	1,074.7	114.2
2009	1,087.9	119.2
2010	1,084.7	113.0
2011	1,039.2	112.5
2012	990.7	112.5
2013	974.5	107.4
2014	954.1	108.0
2015	950.7	107.3
2016	993.5	108.9
2017	1,043.4	112.0
2018	1,028.0	111.8
2019	934.6	118.1
2020	976.7	158.4
2021	940.4	109.0
2022	1,074.1	245.3
2023	1,060.1	140.7
2000-2023 % Change	9.9%	14.3%
2000-2023 Compound Annual Growth Rate	0.4%	0.6%

Discretionary grants

The total national amounts for discretionary grant programs are set by Congress. The U. S. Department of Transportation and other federal agencies award these grants to eligible applicants through a highly competitive nationwide process based on qualifications and merit. Examples of discretionary grant programs include the following:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Corridor Identification and Development Program (Corridor ID)
- Nationally Significant Multimodal Freight and Highway Projects Program (INFRA)
- Reconnecting Communities Pilot Program (RCP)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

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 table [T-ARRA 1](#) but are not included elsewhere in Section 2 of this document or the accompanying data spreadsheet.

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	32.3	160.4	104.5	20.5	32.9	3.4	11.3	-	15.7	-	381.0
2010	17.2	60.4	13.8	74.7	0.5	17.6	8.8	42.0	10.1	1.8	246.9

Note: **Decreased by \$780 million in FY2010 because the federal stimulus funds for the Milwaukee to Madison high-speed passenger rail project were withdrawn.

Federal COVID Relief Funding

In response to the coronavirus pandemic, the federal government enacted several acts to provide economic relief to state and local governments. The first of these was the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which was enacted on March 27, 2020. The second was the Consolidated Appropriations Act of 2023 (CAA), which included the Coronavirus Response and Supplemental Appropriations Act (CRRSAA) of 2021, enacted on December 27, 2020. Finally, the American Rescue Plan Act (ARPA) of 2021 was enacted on March 11, 2021. While these acts provided funding to various transportation modes (aeronautics, public transportation, passenger rail, and highways) the additional funding provided is not reflected in this report.

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).*
-

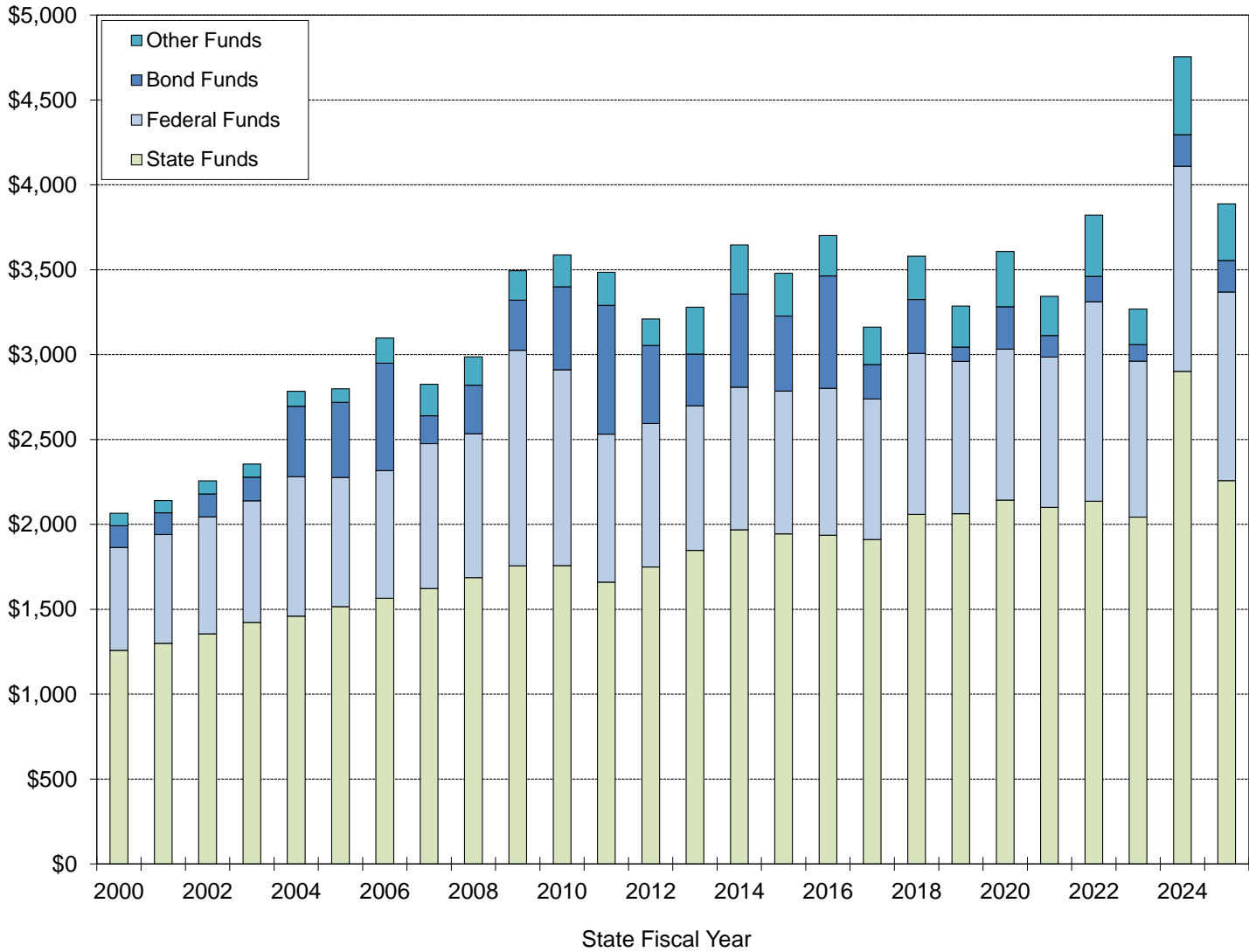
Fund data provided in this section does not necessarily conform to the information provided in Sections 1 and 2; Section 3 reflects Chapter 20 or budgeted amounts. Federal transportation funds data reflect funds provided for all modes of transport including air and transit, not just funding from the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

Chapter 20 divides the state transportation budget authority down further into six general categories: 1) Aids 2) Local Transportation Assistance 3) State Highway Facilities 4) General Transportation Operations 5) Motor Vehicle Services and Enforcement and 6) Debt Service. A more detailed review of budget authority can be assessed by utilizing the Budget Trends spreadsheet.

F-5: State Transportation Budget by Source of Funds (nominal dollars, millions)



T-5: State Transportation Budget by Source of Funds (nominal dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	1,257.3	606.1	128.2	73.7	2,065.2
2001	1,299.2	640.7	128.4	72.3	2,140.7
2002	1,355.7	687.8	135.2	77.8	2,256.5
2003	1,422.3	716.2	139.9	77.1	2,355.6
2004	1,459.1	820.7	415.7	87.6	2,783.2
2005	1,515.8	760.2	442.2	79.8	2,798.0
2006	1,564.5	751.5	633.3	148.8	3,098.0
2007	1,622.4	853.0	164.0	185.9	2,825.3
2008	1,686.1	848.1	285.7	167.0	2,986.9
2009	1,755.6	1,270.3	294.3	173.8	3,494.0
2010	1,756.5	1,154.7	487.9	187.8	3,586.8
2011	1,659.2	872.7	757.5	195.1	3,484.6
2012	1,749.0	844.9	459.4	157.0	3,210.2
2013	1,846.9	850.9	305.2	276.2	3,279.3
2014	1,967.7	840.3	549.2	289.7	3,646.9
2015	1,944.4	840.3	442.2	252.5	3,479.4
2016	1,936.2	865.2	662.6	236.9	3,700.8
2017	1,911.2	827.4	203.3	220.0	3,161.9
2018	2,059.0	947.6	318.2	254.7	3,579.6
2019	2,062.9	897.6	84.2	241.1	3,285.8
2020	2,142.3	890.2	249.1	326.7	3,608.3
2021	2,100.5	885.2	127.1	230.1	3,342.9
2022	2,136.8	1,174.3	149.7	360.1	3,820.8
2023	2,043.2	917.9	97.7	210.0	3,268.7
2024	2,901.4	1,208.1	185.7	459.0	4,754.2
2025	2,257.4	1,111.0	185.7	333.8	3,887.8
2025 % Share	58.1%	28.6%	4.8%	8.6%	100.0%
2000-2025 % Change	79.5%	83.3%	44.9%	353.2%	88.3%
2000-2025 Compound Annual Growth Rate	2.3%	2.4%	1.4%	6.0%	2.5%

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

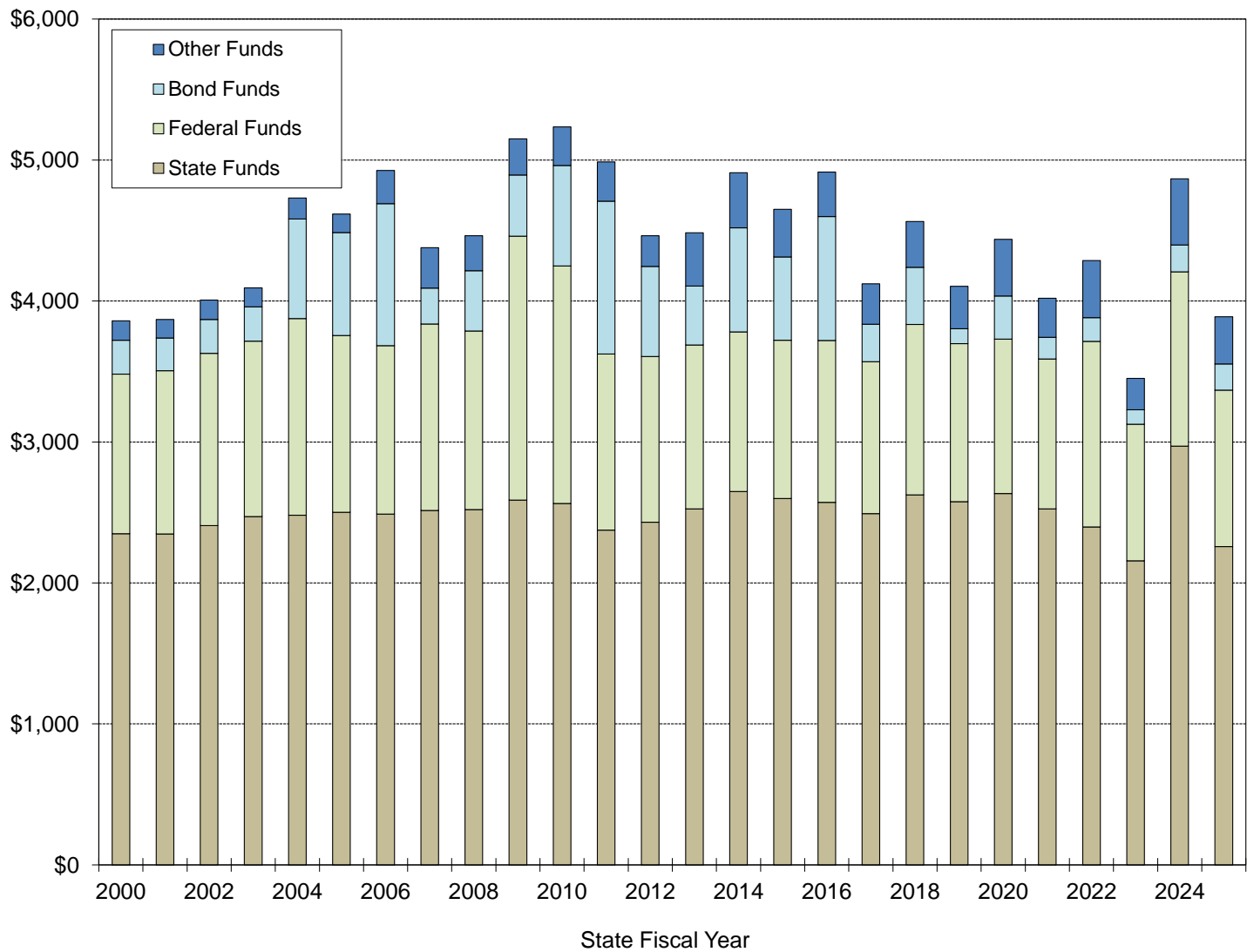
"Bond Funds" include bonding authority from all transportation revenue bonds (TRB) and general obligation bonds (GO), regardless of source of debt service payment.

"State Funds" includes funds transferred from 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.

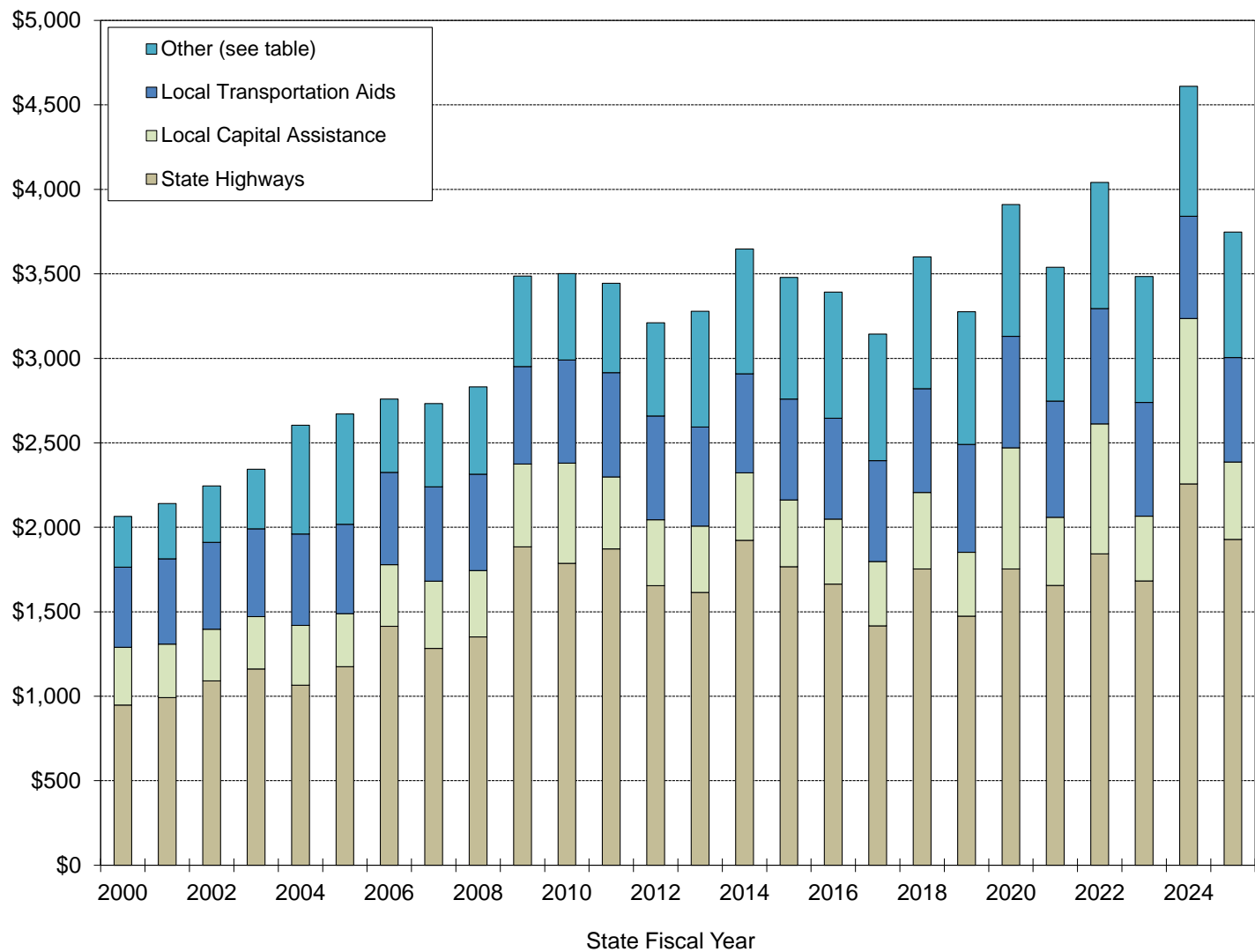
F-6: State Transportation Budget by Source of Funds (constant 2025 dollars, millions)



T-6: State Transportation Budget by Source of Funds (constant 2025 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	2,349.5	1,132.6	239.5	137.6	3,859.2
2001	2,347.6	1,157.8	232.1	130.7	3,868.2
2002	2,407.2	1,221.3	240.0	138.1	4,006.7
2003	2,471.0	1,244.3	243.0	134.0	4,092.3
2004	2,480.2	1,395.1	706.7	148.9	4,730.9
2005	2,501.4	1,254.5	729.7	131.7	4,617.4
2006	2,487.7	1,194.9	1,007.1	236.6	4,926.3
2007	2,514.6	1,322.0	254.2	288.1	4,378.9
2008	2,519.8	1,267.4	426.9	249.6	4,463.8
2009	2,587.4	1,872.1	433.8	256.1	5,149.5
2010	2,563.5	1,685.2	712.0	274.1	5,234.8
2011	2,374.4	1,248.8	1,084.0	279.2	4,986.6
2012	2,431.5	1,174.6	638.6	218.2	4,462.9
2013	2,525.1	1,163.3	417.3	377.6	4,483.3
2014	2,649.0	1,131.3	739.4	390.0	4,909.6
2015	2,599.1	1,123.1	591.1	337.4	4,650.7
2016	2,570.9	1,148.8	879.8	314.5	4,914.1
2017	2,491.4	1,078.6	265.0	286.8	4,121.8
2018	2,625.1	1,208.2	405.7	324.8	4,563.8
2019	2,576.8	1,121.2	105.1	301.2	4,104.4
2020	2,634.2	1,094.6	306.3	401.7	4,436.8
2021	2,525.2	1,064.1	152.8	276.7	4,018.9
2022	2,397.0	1,317.3	167.9	404.0	4,286.1
2023	2,156.9	968.9	103.1	221.7	3,450.6
2024	2,970.0	1,236.7	190.0	469.8	4,866.6
2025	2,257.4	1,111.0	185.7	333.8	3,887.8
2000-2025 % Change	-3.9%	-1.9%	-22.5%	142.5%	0.7%
2000-2025 Compound Annual Growth Rate	-0.2%	-0.1%	-1.0%	3.5%	0.0%

F-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)



T-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)

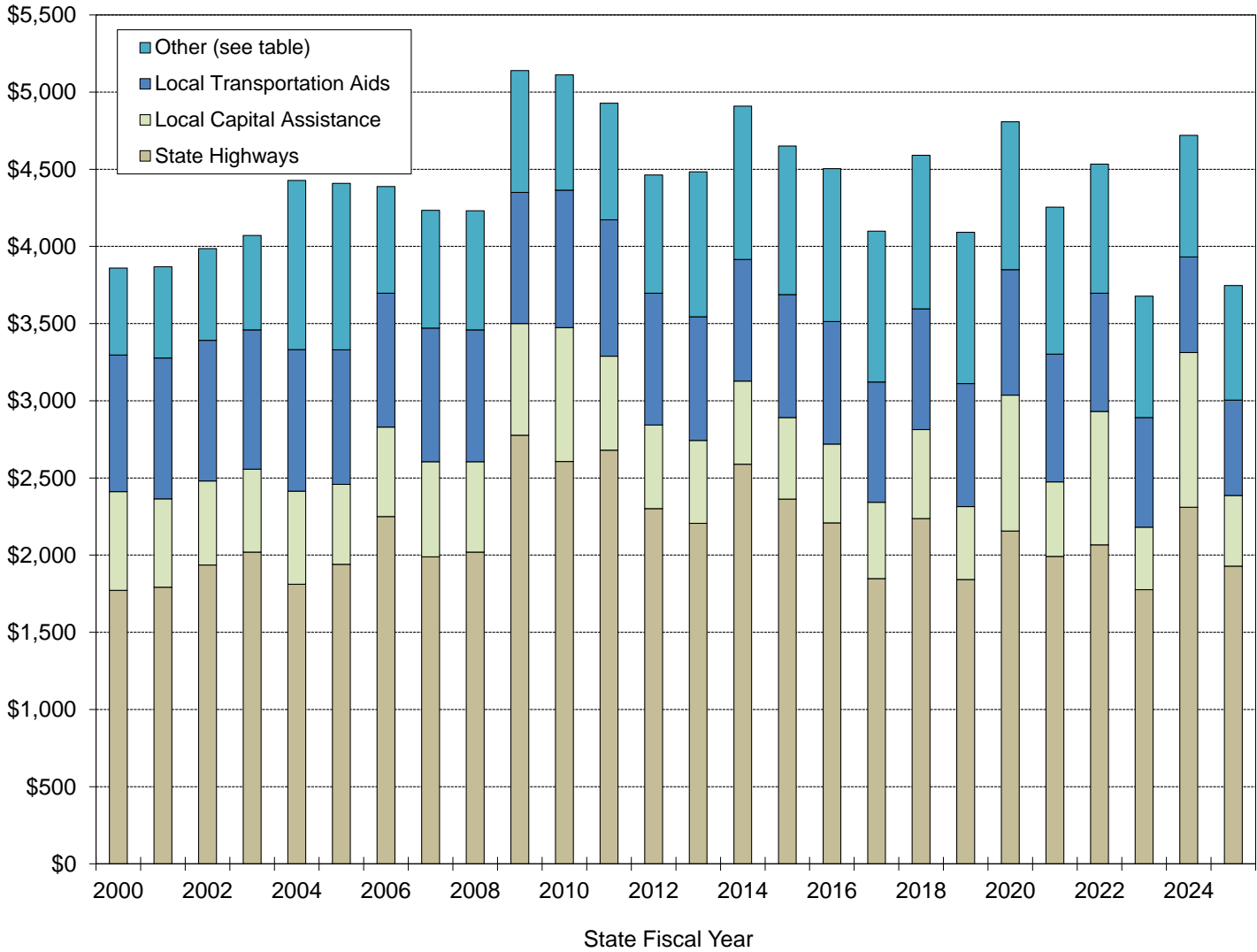
State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	Other			TOTAL
				State Operations	Debt Service	Other Agencies	
2000	947.9	342.2	473.9	194.1	90.3	16.8	2,065.2
2001	992.0	316.3	505.5	214.6	94.5	17.7	2,140.7
2002	1,090.3	306.4	513.8	221.8	93.3	19.3	2,245.0
2003	1,162.2	309.3	519.6	226.7	105.8	19.6	2,343.2
2004	1,065.9	354.2	540.2	234.0	119.7	290.6	2,604.6
2005	1,175.6	313.9	528.7	235.5	166.3	251.3	2,671.3
2006	1,414.7	364.3	546.2	222.0	188.7	23.5	2,759.6
2007	1,283.3	397.6	558.2	232.7	234.8	25.6	2,732.1
2008	1,351.7	392.0	571.0	247.7	243.9	25.4	2,831.7
2009	1,884.2	490.5	577.2	260.5	249.5	25.4	3,487.2
2010	1,786.5	593.7	610.4	227.3	258.7	25.4	3,502.1
2011	1,872.9	425.8	617.2	224.2	278.4	25.2	3,443.7
2012	1,655.2	390.0	614.1	242.0	283.8	25.1	3,210.2
2013	1,613.9	392.7	586.3	239.4	421.8	25.1	3,279.2
2014	1,923.3	399.4	586.2	241.4	470.9	25.8	3,646.9
2015	1,767.3	395.3	596.4	240.8	453.3	26.3	3,479.3
2016	1,663.7	384.9	597.6	240.2	479.6	26.6	3,392.4
2017	1,417.1	379.8	597.5	241.4	481.4	26.7	3,143.9
2018	1,754.0	452.7	614.0	246.1	506.8	26.7	3,600.3
2019	1,474.7	378.1	638.1	243.0	515.0	26.8	3,275.7
2020	1,753.4	716.6	660.9	249.1	503.3	26.7	3,910.1
2021	1,656.4	402.4	688.4	247.0	518.1	26.2	3,538.4
2022	1,842.5	769.8	682.8	263.0	456.3	27.2	4,041.6
2023	1,682.3	383.7	672.4	261.7	456.7	27.8	3,484.6
2024	2,256.7	979.7	604.6	298.6	442.8	27.8	4,610.3
2025	1,928.0	458.5	617.9	280.2	434.1	28.2	3,746.9
2000 % Share	45.9%	16.6%	22.9%	9.4%	4.4%	0.8%	100.0%
2025 % Share	51.5%	12.2%	16.5%	7.5%	11.6%	0.8%	100.0%
2000-2025 % Change	103.4%	34.0%	30.4%	44.4%	380.6%	68.0%	81.4%
	70.3%			146.5%			
2000-2025 Compound Annual Growth Rate	2.8%	1.1%	1.0%	1.4%	6.2%	2.0%	2.3%

Note: “Debt Service” includes amounts for all TRB 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.

F-8: State Transportation Budget by Major Appropriation Category (constant 2025 dollars, millions)



T-8: State Transportation Budget by Major Appropriation Category (constant 2025 dollars, millions)

State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	State Operations	Other	Other Agencies	TOTAL
					Debt Service		
2000	1,771.4	639.4	885.6	362.7	168.8	31.4	3,859.2
2001	1,792.6	571.6	913.5	387.8	170.8	32.0	3,868.2
2002	1,935.9	544.1	912.3	393.9	165.6	34.3	3,986.2
2003	2,019.0	537.3	902.7	393.9	183.8	34.1	4,070.8
2004	1,811.8	602.1	918.2	397.8	203.5	494.0	4,427.4
2005	1,940.0	518.0	872.4	388.7	274.4	414.7	4,408.3
2006	2,249.7	579.2	868.6	353.1	300.1	37.4	4,388.1
2007	1,989.0	616.2	865.1	360.6	363.8	39.7	4,234.4
2008	2,020.0	585.8	853.3	370.2	364.5	38.0	4,231.8
2009	2,776.9	722.9	850.7	383.9	367.7	37.4	5,139.4
2010	2,607.2	866.5	890.9	331.8	377.6	37.1	5,111.0
2011	2,680.2	609.4	883.2	320.9	398.5	36.0	4,928.1
2012	2,301.0	542.1	853.8	336.5	394.6	34.9	4,462.9
2013	2,206.5	536.9	801.6	327.3	576.6	34.4	4,483.3
2014	2,589.3	537.7	789.1	325.0	633.9	34.7	4,909.6
2015	2,362.3	528.4	797.1	321.8	605.9	35.2	4,650.7
2016	2,209.1	511.1	793.5	318.9	636.8	35.3	4,504.6
2017	1,847.3	495.1	778.9	314.7	627.6	34.8	4,098.4
2018	2,236.2	577.1	782.9	313.7	646.1	34.1	4,590.1
2019	1,842.1	472.3	797.0	303.5	643.3	33.5	4,091.7
2020	2,156.1	881.1	812.7	306.3	618.9	32.8	4,808.0
2021	1,991.3	483.7	827.5	296.9	622.9	31.6	4,253.9
2022	2,066.8	863.5	766.0	295.0	511.9	30.5	4,533.7
2023	1,775.9	405.0	709.9	276.3	482.1	29.3	3,678.5
2024	2,310.1	1,002.9	618.9	305.6	453.3	28.5	4,719.3
2025	1,928.0	458.5	617.9	280.2	434.1	28.2	3,746.9
2000-2025 % Change	8.8%	-28.3%	-30.2%	-22.7%	157.2%	-10.1%	-2.9%
2000-2025 Compound Annual Growth Rate	0.3%	-1.3%	-1.4%	-1.0%	3.7%	-0.4%	-0.1%

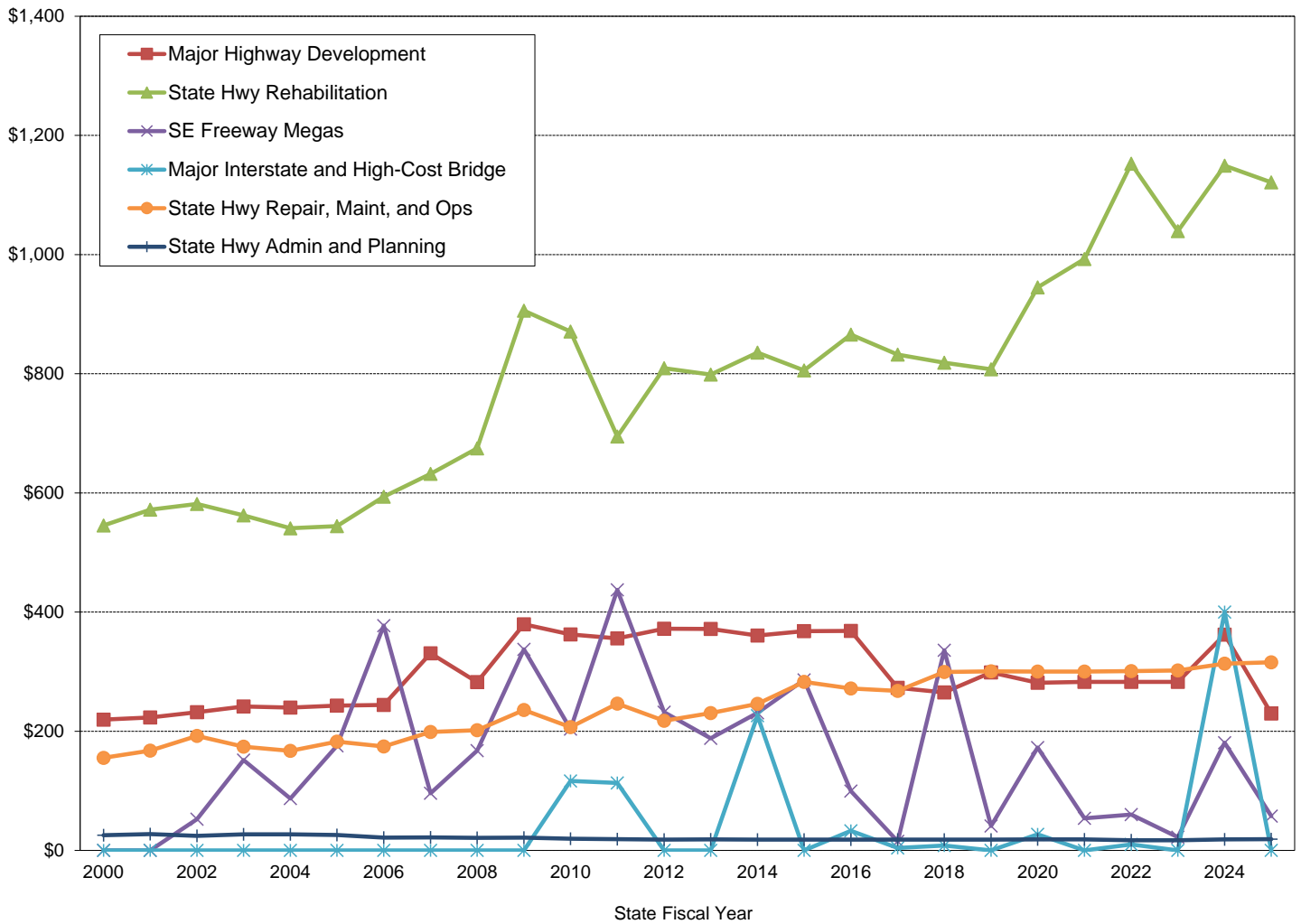
SECTION 4

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;*
 - *State Highway Program Administration and Planning;*
 - *Major Interstate and High-Cost Bridge Construction; and*
 - *State Highway Maintenance, Repair, and Traffic Operations.*
-

F-9: State Highways by Source of Funds (nominal dollars, millions)



Note: 2023 Wisconsin Act 19 doesn't include the Federal Plan funds for FY2025 as the plan is approved later in the biennium.

T-9: State Highways by Source of Funds (nominal dollars, millions)

State Fiscal Year	Major Highway Development	State Hwy Rehabilitation	SE Freeway Megas	Major Interstate and High-Cost Bridge	State Hwy Repair, Maint, and Ops	State Hwy Admin and Planning	TOTAL
2000	219.5	545.2	-	-	155.4	25.6	945.7
2001	223.0	572.0	-	-	167.3	27.4	989.8
2002	231.9	581.3	52.3	-	192.1	24.5	1,082.2
2003	241.6	562.1	151.6	-	174.2	27.0	1,156.6
2004	239.7	540.7	87.2	-	167.0	26.8	1,061.5
2005	242.9	544.3	175.7	-	182.6	25.7	1,171.3
2006	244.0	593.4	377.3	-	174.3	21.4	1,410.4
2007	330.8	631.8	96.0	-	198.6	21.8	1,279.0
2008	282.4	674.6	167.4	-	201.9	21.1	1,347.3
2009	379.6	905.9	337.5	-	235.5	21.4	1,879.8
2010	362.5	870.9	203.5	116.5	207.0	19.7	1,780.1
2011	355.9	694.7	437.3	113.1	246.5	18.9	1,866.4
2012	372.2	809.2	232.0	-	217.4	17.9	1,648.7
2013	371.6	798.8	188.0	-	230.7	18.5	1,607.5
2014	360.5	835.3	231.0	226.0	246.1	17.9	1,916.9
2015	367.8	805.6	286.0	0.0	282.9	18.0	1,760.4
2016	368.4	865.8	99.6	32.8	271.9	18.3	1,656.7
2017	272.7	832.3	15.0	4.0	267.9	18.3	1,410.2
2018	265.1	818.5	335.8	8.0	299.5	18.3	1,745.1
2019	298.6	807.6	40.8	-	300.4	18.3	1,465.8
2020	281.4	945.2	172.7	27.0	300.3	18.5	1,745.0
2021	282.8	992.6	53.7	-	300.3	18.5	1,648.0
2022	282.8	1,152.4	60.0	10.0	300.8	17.0	1,823.1
2023	282.8	1,039.2	22.0	-	301.9	17.0	1,662.9
2024	362.3	1,149.1	180.7	400.0	313.5	18.6	2,071.7
2025	229.6	1,121.2	57.5	-	315.7	18.7	1,742.8
2000-2025 % Change	4.6%	105.7%	N/A	N/A	103.2%	-26.8%	84.3%
2000-2025 Compound Annual Growth Rate	0.2%	2.8%	N/A	N/A	2.8%	-1.2%	2.4%

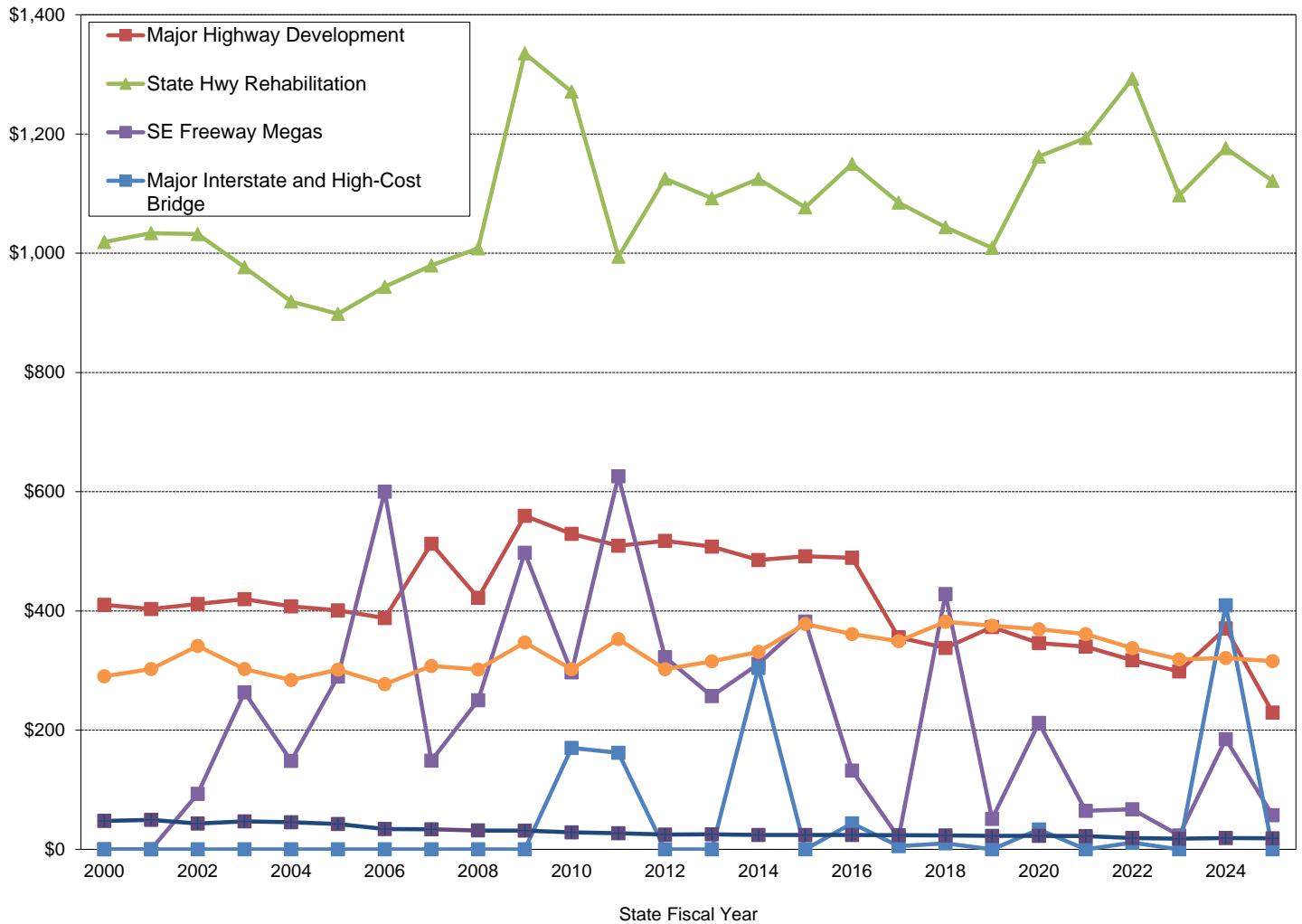
Note: Majors Program includes \$32.30 million in FY2009 and \$17.19 million in FY2010 of federal stimulus funds.

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 as part of State Highway Rehabilitation.

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

F-10: State Highways by Source of Funds (constant 2025 dollars, millions)



T-10: State Highways by Source of Funds (constant 2025 dollars, millions)

State Fiscal Year	Major Highway Development	State Hwy Rehabilitation	SE Freeway Megas	Major Interstate and High-Cost Bridge	State Hwy Repair, Maint, and Ops	State Hwy Admin and Planning	TOTAL
2000	410.2	1,018.7	-	-	290.4	47.8	1,767.1
2001	403.0	1,033.7	-	-	302.4	49.5	1,788.5
2002	411.8	1,032.2	92.9	-	341.2	43.5	1,921.5
2003	419.8	976.6	263.4	-	302.7	46.9	2,009.3
2004	407.4	919.1	148.3	-	283.9	45.6	1,804.4
2005	400.9	898.3	289.9	-	301.4	42.5	1,932.9
2006	387.9	943.7	599.9	-	277.1	34.1	2,242.8
2007	512.7	979.2	148.8	-	307.8	33.7	1,982.2
2008	422.0	1,008.1	250.1	-	301.7	31.6	2,013.5
2009	559.4	1,335.1	497.4	-	347.1	31.5	2,770.5
2010	529.1	1,271.0	297.0	170.0	302.1	28.7	2,597.9
2011	509.4	994.1	625.8	161.9	352.8	27.1	2,670.9
2012	517.4	1,124.9	322.6	-	302.2	24.9	2,292.1
2013	508.0	1,092.1	257.0	-	315.4	25.2	2,197.7
2014	485.4	1,124.6	311.0	304.2	331.3	24.1	2,580.6
2015	491.7	1,076.8	382.3	-	378.2	24.1	2,353.0
2016	489.2	1,149.6	132.3	43.6	361.0	24.3	2,199.9
2017	355.5	1,084.9	19.6	5.2	349.2	23.9	1,838.3
2018	337.9	1,043.5	428.1	10.2	381.8	23.3	2,224.9
2019	373.0	1,008.8	51.0	-	375.3	22.8	1,831.0
2020	346.0	1,162.2	212.3	33.2	369.3	22.7	2,145.7
2021	340.0	1,193.4	64.6	-	361.1	22.2	1,981.2
2022	317.2	1,292.7	67.3	11.2	337.5	19.1	2,045.1
2023	298.5	1,097.1	23.2	-	318.7	18.0	1,755.4
2024	370.8	1,176.3	184.9	409.5	320.9	19.1	2,481.5
2025	229.6	1,121.2	57.5	-	315.7	18.7	1,742.8
2000-2025 % Change	-44.0%	10.1%	N/A	N/A	8.7%	-60.8%	-1.4%
2000-2025 Compound Annual Growth Rate	-2.2%	0.4%	N/A	N/A	0.3%	-3.5%	-0.1%

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 for major highway projects:

- Projects with a total cost threshold of \$51.5 million (in 2024 dollars) with any of the following: 1) constructing a new highway 2.5 miles or more in length; 2) reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding five or more miles in length; 3) 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 \$128.8 million (in 2024 dollars) 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 by using the Wisconsin DOT Transportation Price Index, Yearly Moving Average.

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

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.

Southeastern Wisconsin Freeway Rehabilitation Description

The Marquette Interchange (the junction of I-94, I-794, and I-43), and 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 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 Rehabilitation 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 \$914.4 million, such as the reconstruction of the I-94 East-West Corridor and the Zoo Interchange. The project cost threshold is indexed to construction inflation. These projects must be enumerated in state law.

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. A Major Interstate Bridge program project involves the construction or reconstruction of a bridge on the state trunk highway system crossing a river that forms the boundary of the state, for which the state's share of costs is estimated to exceed \$100 million.

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 that is not an interstate bridge or a part of a southeast Wisconsin freeway megaproject.

2023 Wisconsin Act 19 provided \$400,000,000 for the reconstruction of the Blatnik Bridge connecting Superior, Wisconsin with Duluth, Minnesota. The funding is split between \$47,200,000 SEG in FY2024 and \$352,800,000 in transportation fund supported general obligation bonds.

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.

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.

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.

SECTION 5

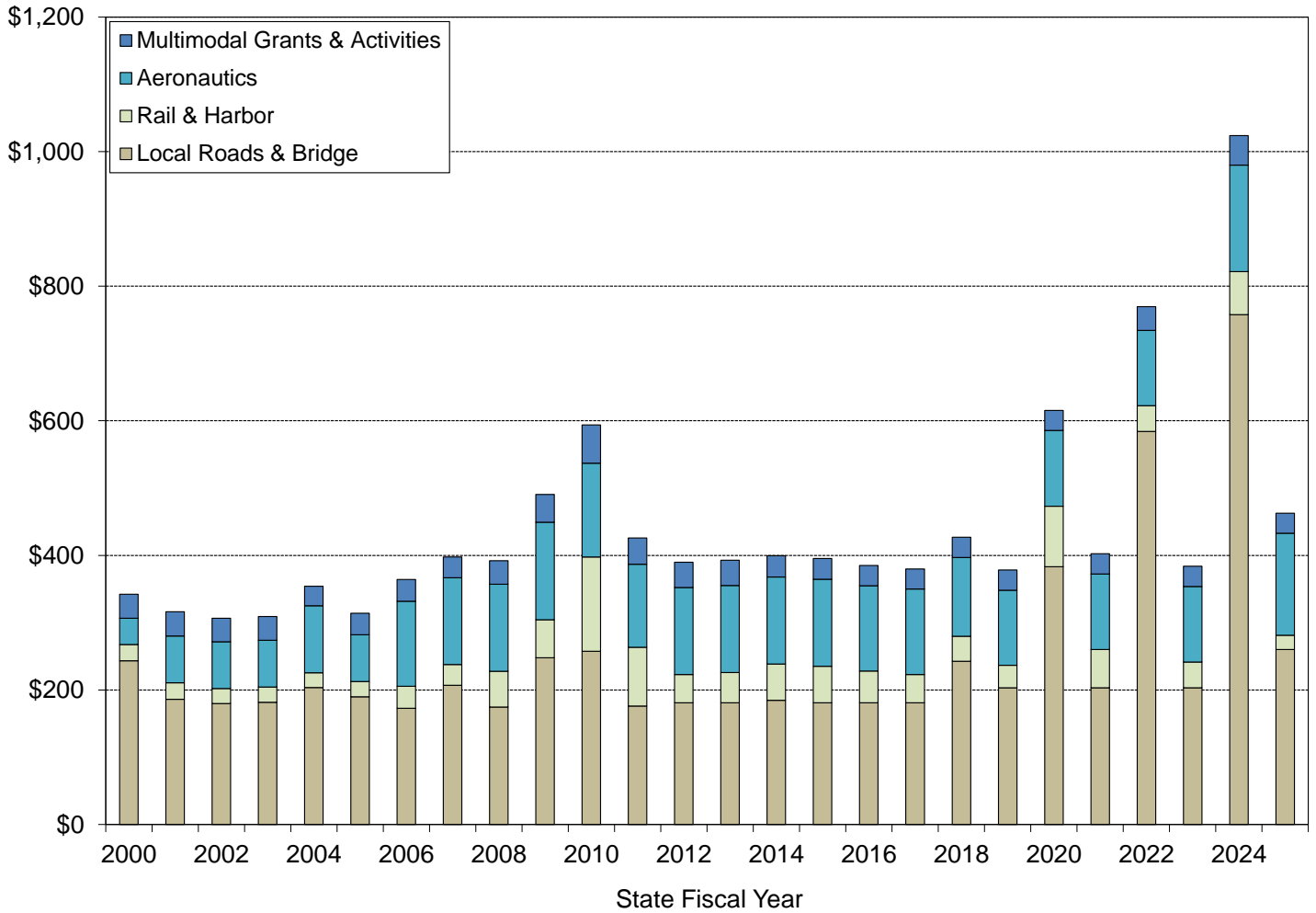
Appropriations for Local Transportation Capital Assistance

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-11: Local Transportation Capital Assistance (nominal dollars, millions)



T-11: Local Transportation Capital Assistance (nominal dollars, millions)

State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	243.4	24.3	38.9	35.6	342.2
2001	186.1	24.5	69.6	36.2	316.3
2002	179.6	22.3	69.5	35.0	306.4
2003	181.5	22.9	69.4	35.4	309.3
2004	203.7	21.9	99.3	29.3	354.2
2005	189.7	22.8	69.5	31.9	313.9
2006	172.7	32.7	126.5	32.3	364.3
2007	206.8	31.0	128.8	31.0	397.6
2008	174.6	53.2	129.1	35.0	392.0
2009	247.6	56.6	145.1	41.1	490.5
2010	257.3	140.2	139.4	56.8	593.7
2011	175.9	87.5	123.3	39.1	425.8
2012	180.8	42.2	129.3	37.6	390.0
2013	180.8	45.0	129.2	37.6	392.7
2014	184.4	54.1	129.2	31.7	399.4
2015	180.8	54.4	129.2	30.9	395.3
2016	180.8	47.1	127.1	29.9	384.9
2017	180.8	42.0	127.1	29.9	379.8
2018	242.8	36.9	117.2	29.9	426.8
2019	203.1	33.5	111.5	29.9	378.1
2020	383.2	89.9	112.5	29.9	615.6
2021	203.2	56.7	112.5	29.9	402.4
2022	584.0	38.3	112.2	35.3	769.8
2023	203.3	38.3	112.2	29.9	383.7
2024	757.6	64.1	158.5	43.6	1,023.8
2025	260.2	21.2	151.5	29.9	462.7
2000-2025 % Change	6.9%	-12.8%	289.0%	-16.0%	35.2%
2000-2025 Compound Annual Growth Rate	0.3%	-0.5%	5.4%	-0.7%	1.2%

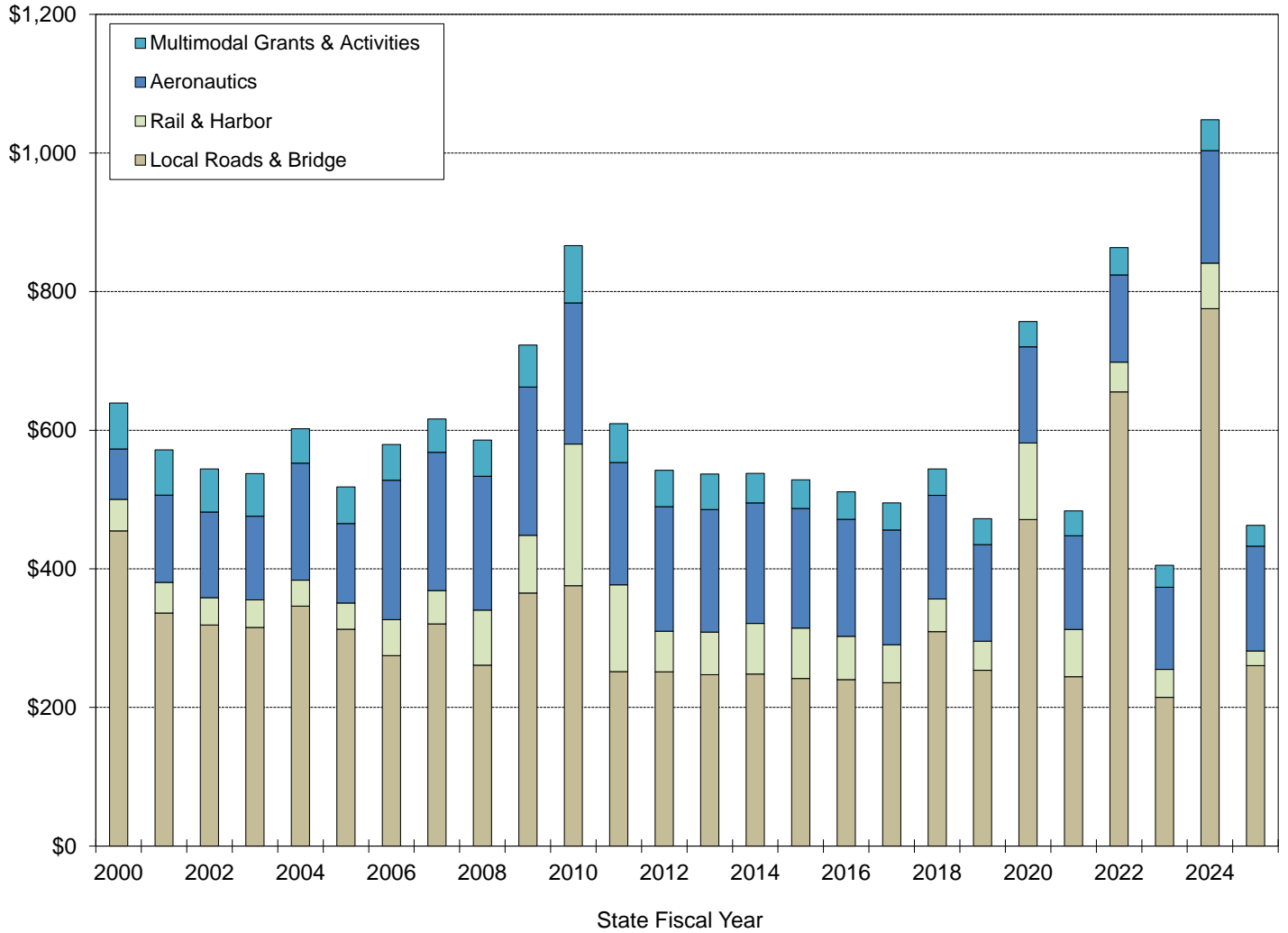
Note: The Aeronautics program received base increases in FY2001 and FY2006 due to increases in federal funding related to reauthorization of the federal aeronautics program.

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.

Beginning in FY2019, the Legislature enacted several new, one-time funding programs to provide additional funding for the local capital programs category. (See [page 39](#) for further details.)

F-12: Local Transportation Capital Assistance (constant 2025 dollars, millions)



T-12: Local Transportation Capital Assistance (constant 2025 dollars, millions)

State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	454.7	45.4	72.8	66.5	639.4
2001	336.2	44.3	125.7	65.4	571.6
2002	318.9	39.6	123.4	62.2	544.1
2003	315.3	39.8	120.7	61.6	537.3
2004	346.3	37.3	168.8	49.7	602.1
2005	313.0	37.7	114.7	52.7	518.0
2006	274.7	52.0	201.2	51.4	579.2
2007	320.5	48.1	199.6	48.0	616.2
2008	261.0	79.6	193.0	52.3	585.8
2009	364.9	83.5	213.9	60.5	722.9
2010	375.5	204.6	203.5	82.9	866.5
2011	251.7	125.2	176.5	56.0	609.4
2012	251.4	58.7	179.8	52.3	542.1
2013	247.2	61.6	176.7	51.4	536.9
2014	248.3	72.8	173.9	42.6	537.7
2015	241.7	72.7	172.7	41.3	528.4
2016	240.1	62.6	168.7	39.7	511.1
2017	235.7	54.7	165.6	39.0	495.1
2018	309.5	47.0	149.5	38.1	544.1
2019	253.7	41.8	139.3	37.3	472.3
2020	471.2	110.5	138.4	36.8	756.9
2021	244.3	68.2	135.3	35.9	483.7
2022	655.2	42.9	125.9	39.6	863.5
2023	214.6	40.4	118.4	31.6	405.0
2024	775.5	65.6	162.2	44.6	1,048.0
2025	260.2	21.2	151.5	29.9	462.7
2000-2025 % Change	-42.8%	-53.4%	108.2%	-55.0%	-27.6%
2000-2025 Compound Annual Growth Rate	-2.1%	-2.9%	2.9%	-3.0%	-1.2%

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) to encourage the improvement of roads not eligible for federal aid.

2019 Wisconsin Act 9 provided \$90 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.

2021 Wisconsin Act 58 provided \$100 million SEG in FY2022 on a one-time basis to fund local government projects eligible for funding under the LRIP-Discretionary program (LRIP-S).

2023 Wisconsin Act 19 provided the following;

- \$100 million SEG in one-time funding in FY2024 for LRIP-S.
- Created a new appropriation and provided \$150.0 million SEG in FY2024 in one-time funding for Agricultural Roads Improvement Program (ARIP).
- Provided one-time funding of \$50.0 million SEG in FY2024 in the Accelerated Local Bridge program for the Southern Bridge project in Brown County.

Aeronautics Assistance Activities Description

The state's airport improvement program provides funding from state and federal sources for various types of airport projects at commercial and general aviation airports in the state. While local governments are generally responsible for managing transportation projects funded under the other local assistance projects discussed above, projects funded in the airport improvement program are selected, designed, and managed by the state through WisDOT's Bureau of Aeronautics. In addition, the Aviation Careers Education (ACE) program is a summer employment and learning opportunity for high school students in Milwaukee. ACE promotes aviation and space education and provides students experiences in aviation-related jobs.

Freight and Passenger Rail Assistance Description

The state funds three main assistance programs related to freight railroad service. These programs are the Freight Railroad Preservation Program, the Freight Railroad Infrastructure Improvement Program, and the railroad crossing improvement and protection installation programs. Much of the funding in these programs is provided directly to railroad companies.

In addition, the state of Wisconsin has joined with other states to fund passenger rail services between the cities of Chicago, Milwaukee, and St. Paul. A long-haul passenger rail service also operates through Wisconsin twice daily, providing passenger rail services on Amtrak's Empire Builder route, which operates between Chicago and the state of Washington.

Harbor Assistance Description

The Harbor Assistance Program provides grants for making capital improvements to harbors on the Great Lakes or the Mississippi River system.

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); and
- Temporary Grants.

Historically, the federal CMAQ and Enhancements programs generally provided federal funds for up to 80% of project costs and required 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.

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

SECTION 6

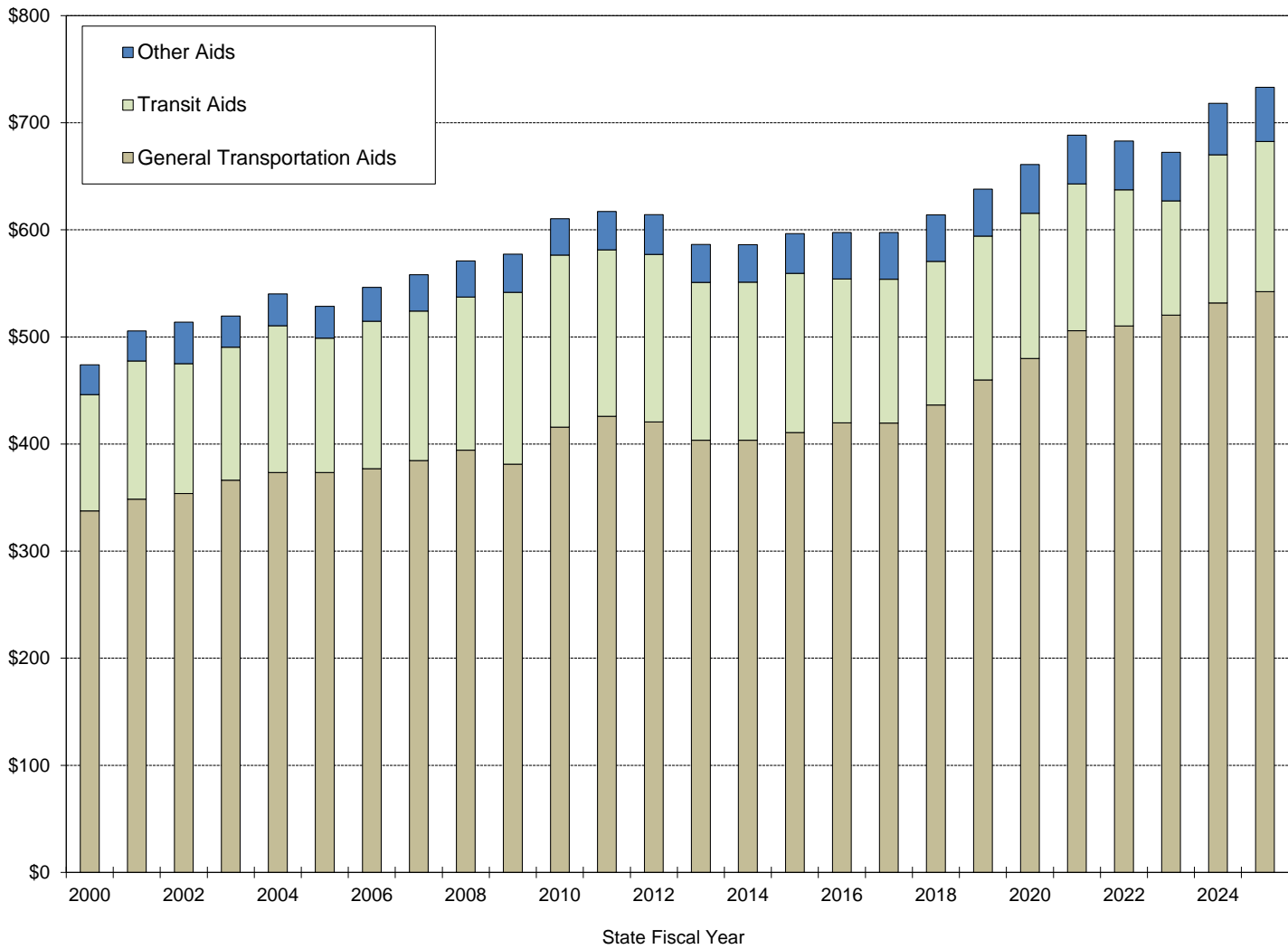
Appropriations for Local Transportation Aids

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.

F-13: Local Transportation Aids (nominal dollars, millions)



T-13: Local Transportation Aids (nominal dollars, millions)

State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	337.5	108.7	27.8	473.9
2001	348.5	128.9	28.0	505.5
2002	353.8	121.3	38.7	513.8
2003	366.2	124.2	29.3	519.6
2004	373.3	137.1	29.8	540.2
2005	373.3	125.6	29.7	528.7
2006	377.1	137.6	31.5	546.2
2007	384.6	139.6	34.0	558.2
2008	394.2	142.9	33.8	571.0
2009	381.2	160.4	35.6	577.2
2010	415.7	160.7	34.0	610.4
2011	425.9	155.4	35.9	617.2
2012	420.7	156.3	37.2	614.1
2013	403.5	147.4	35.4	586.3
2014	403.5	147.7	35.0	586.2
2015	410.6	148.7	37.0	596.4
2016	419.9	134.2	43.5	597.6
2017	419.7	134.2	43.7	597.5
2018	436.5	134.1	43.5	614.0
2019	459.7	134.5	43.9	638.1
2020	479.9	135.5	45.4	660.9
2021	505.7	137.2	45.4	688.4
2022	510.2	127.2	45.5	682.8
2023	520.4	106.6	45.5	672.4
2024	531.8	138.3	48.1	718.1
2025	542.4	140.1	50.6	733.1
2000-2025 % Change	60.7%	28.9%	82.2%	54.7%
2000-2025 Compound Annual Growth Rate	1.9%	1.0%	2.4%	1.8%

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.

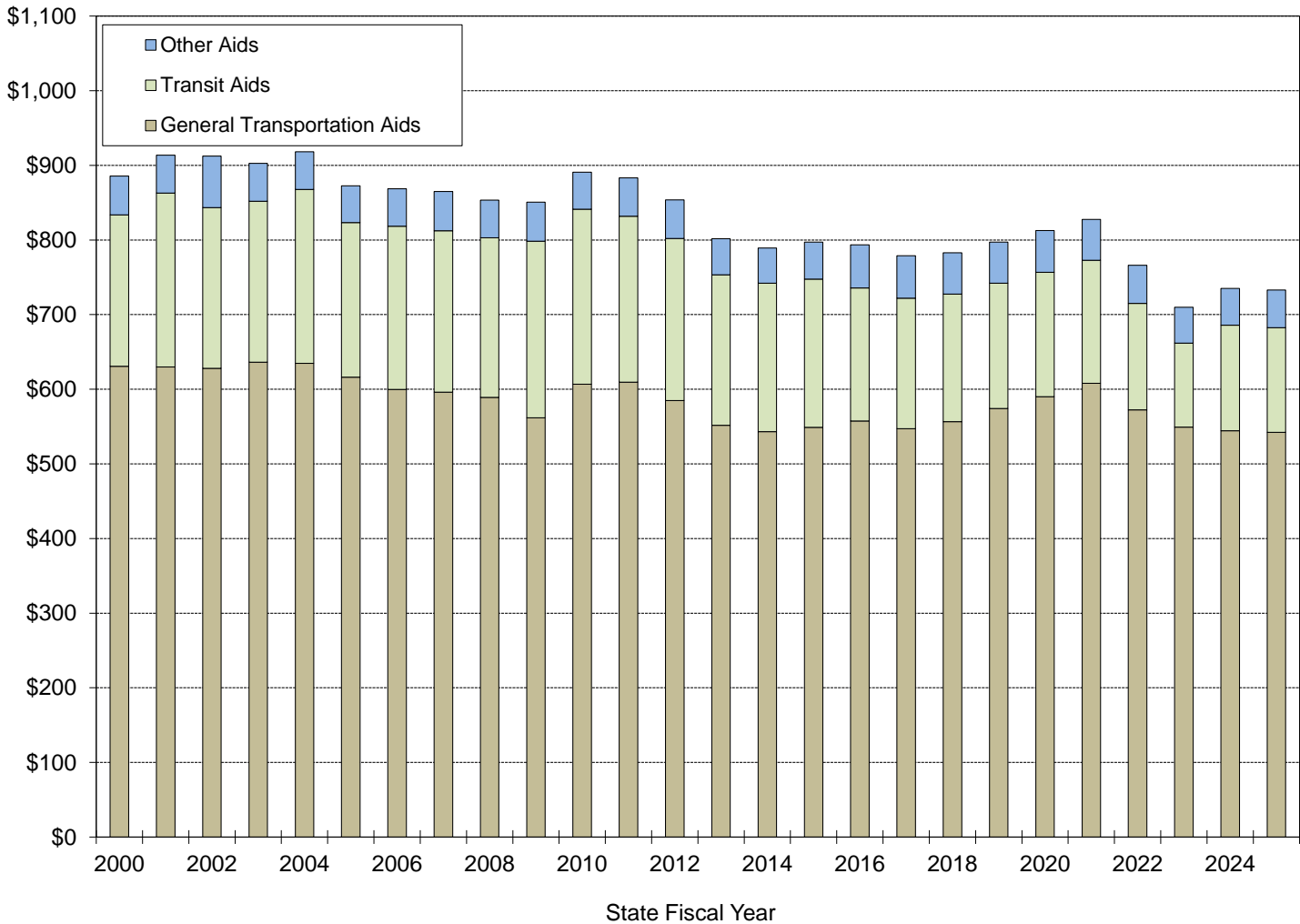
2007 Wisconsin Act 226 reduced the amount of available funding for General Transportation Aids in FY2009 by \$24.80 million. However, aids payments were not reduced. Rather, the one-time reduction was the result of changing payments for counties from four per year to three per year.

Includes \$11.30 million in FY2009 and \$8.83 million in FY2010 of federal stimulus funds for transit aids.

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-14: Local Transportation Aids (constant 2025 dollars, millions)



T-14: Local Transportation Aids (constant 2025 dollars, millions)

State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	630.7	203.1	51.9	885.6
2001	629.8	233.0	50.7	913.5
2002	628.1	215.4	68.8	912.3
2003	636.1	215.7	50.9	902.7
2004	634.6	233.0	50.6	918.2
2005	616.1	207.3	49.1	872.4
2006	599.6	218.8	50.2	868.6
2007	596.1	216.3	52.7	865.1
2008	589.2	213.6	50.5	853.3
2009	561.8	236.4	52.4	850.7
2010	606.7	234.5	49.7	890.9
2011	609.4	222.4	51.4	883.2
2012	584.8	217.3	51.7	853.8
2013	551.7	201.5	48.3	801.6
2014	543.2	198.8	47.1	789.1
2015	548.9	198.8	49.4	797.1
2016	557.5	178.1	57.8	793.5
2017	547.1	174.9	56.9	778.9
2018	556.5	170.9	55.4	782.9
2019	574.3	168.0	54.8	797.0
2020	590.1	166.7	55.9	812.7
2021	608.0	165.0	54.6	827.5
2022	572.3	142.7	51.0	766.0
2023	549.3	112.5	48.0	709.9
2024	544.3	141.6	49.2	735.1
2025	542.4	140.1	50.6	733.1
2000-2025 % Change	-14.0%	-31.0%	-2.5%	-17.2%
2000-2025 Compound Annual Growth Rate	-0.6%	-1.4%	-0.1%	-0.7%

General Transportation Aids

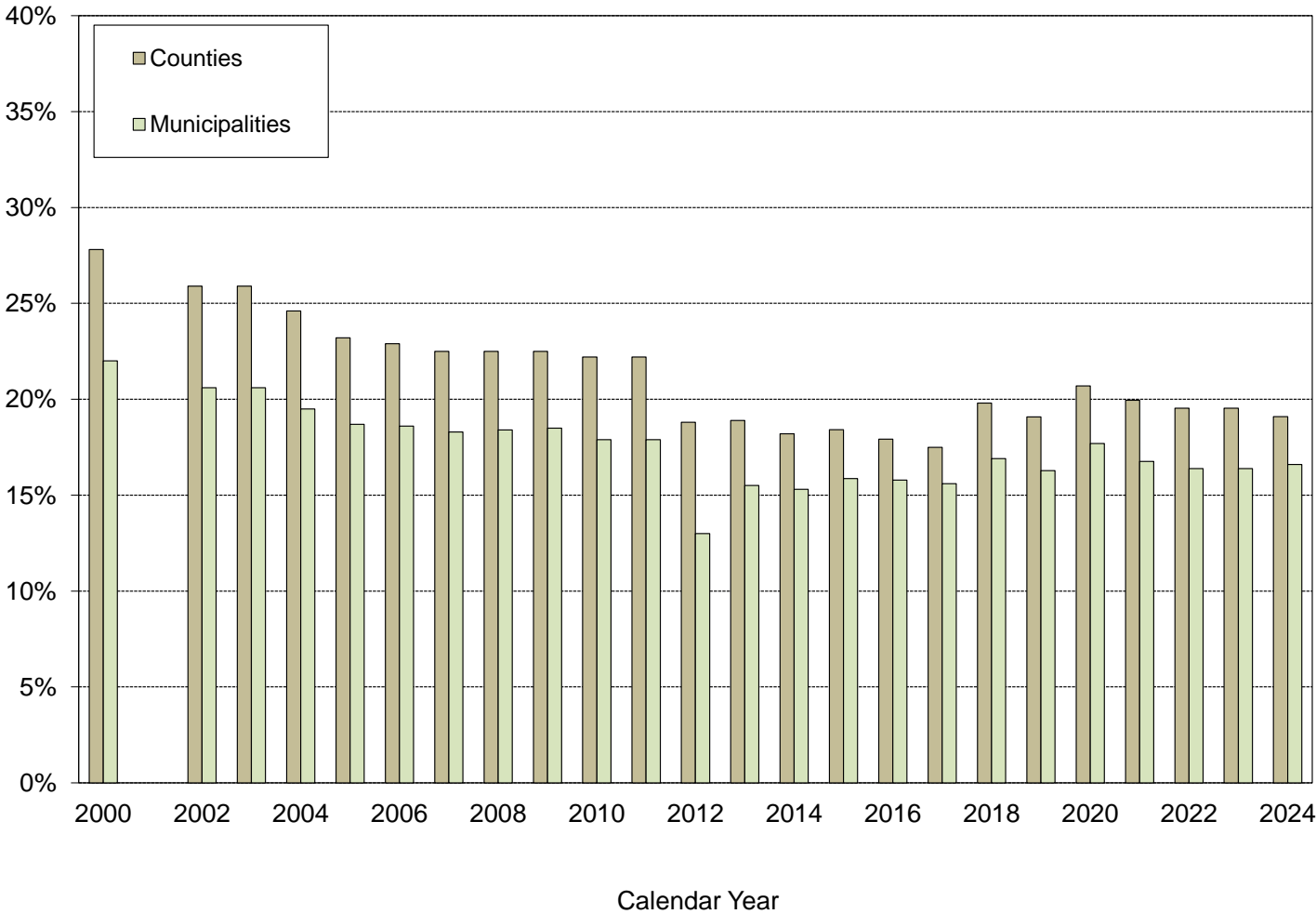
General Transportation Aids (GTA) is WisDOT's only program that provides every county and municipality with predictable funding every year that may be used for local road construction or maintenance. Program appropriations are divided among local governments based on a statutory formula. The current 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.

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. In addition, 2021 Wisconsin Act 59 provided \$1.0 million each year in a new appropriation to make adjustment payments to towns receiving mileage aid whose costs are affected by the timing of when reimbursement payments are reported as revenue.

Notes (relating to table T-15 and figure F-16 on the following page):

- 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.
- 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.
- 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.
- 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-15: GTA Share of Six-Year Average Costs (Standard Rate)

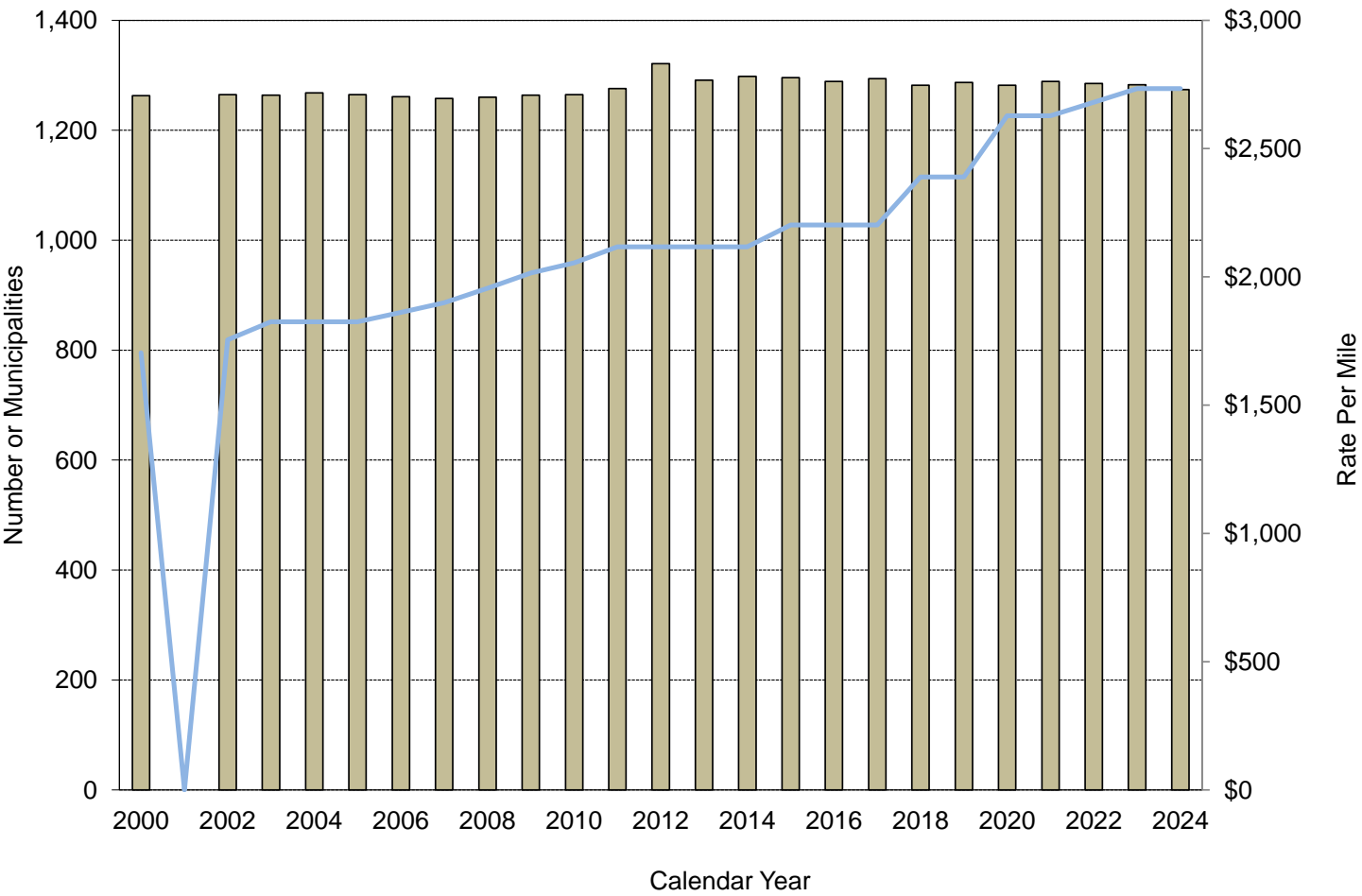


T-15: GTA Share of Six-Year Average Costs (Standard Rate)

Calendar Year	Counties	Municipalities
2000	27.8%	22.0%
2001	-	-
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%
2021	19.9%	16.8%
2022	19.5%	16.4%
2023	19.5%	16.4%
2024	19.1%	16.6%

Note: Data on standard cost-sharing rate is not available for CY2001 due to a one-year suspension of the GTA formula by the state legislature.

F-16: Number of Municipalities Receiving Mileage-Based GTA



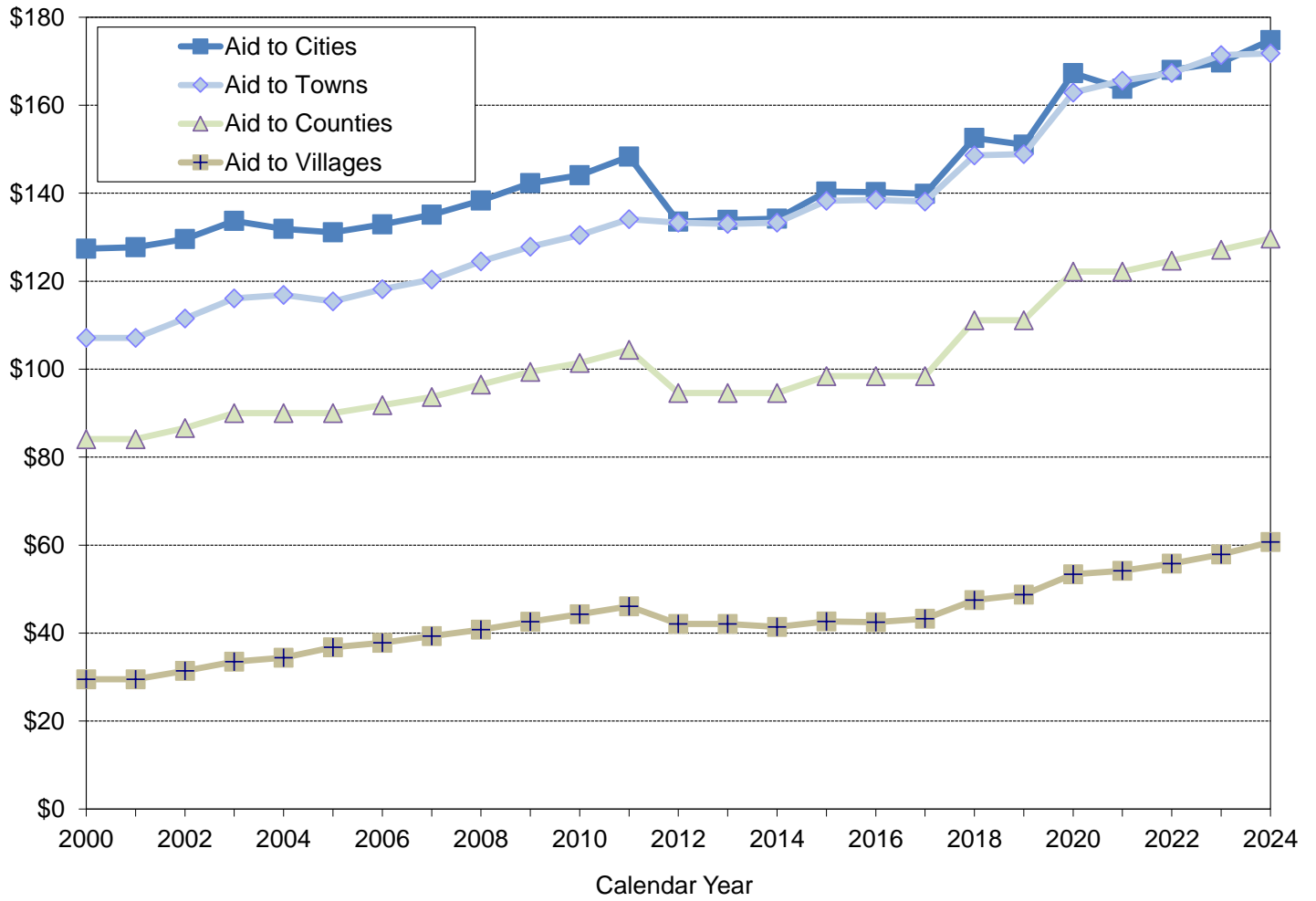
Note: The blue line represents the rate per mile and the bars represent number of municipalities receiving the rate per mile.

T-16: 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	-	-	-
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	41.9%
2021	1,289	\$2,628	40.7%
2022	1,285	\$2,681	41.3%
2023	1,283	\$2,734	40.6%
2024	1,274	\$2,734	38.5%
2000-2024 % Change	0.9%	60.4%	-25.1%

Note: 1999 Wisconsin Act 9 suspended the GTA formula for CY2001. Every local government's aid for CY2001 was the same amount received in CY2000. Data on mileage based GTA is not available for CY2001 due to the suspension of the GTA formula.

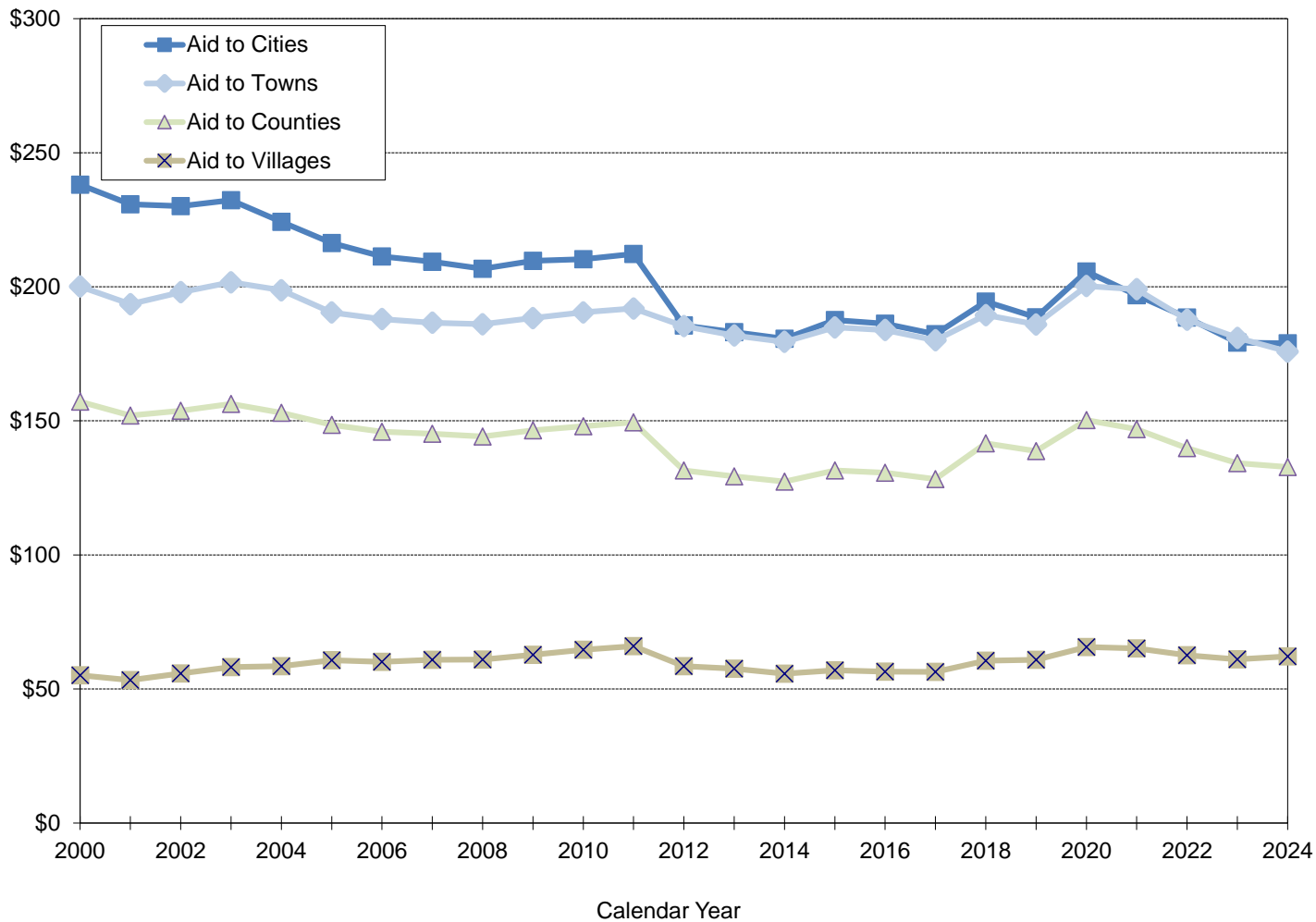
F-17: GTA Distribution by Governmental Unit (nominal dollars, millions)



T-17: GTA Distribution by Governmental Unit (nominal dollars, millions)

Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
2000	107.1	29.5	127.4	84.1	348.1
2001	107.1	29.5	127.7	84.1	348.4
2002	111.5	31.4	129.6	86.6	359.1
2003	116.1	33.5	133.7	90.0	373.3
2004	116.9	34.4	131.9	90.0	373.2
2005	115.4	36.8	131.1	90.0	373.3
2006	118.2	37.8	132.9	91.8	380.7
2007	120.4	39.3	135.1	93.7	388.5
2008	124.5	40.8	138.3	96.5	400.1
2009	127.8	42.6	142.3	99.4	412.1
2010	130.5	44.3	144.1	101.4	420.3
2011	134.1	46.1	148.3	104.4	432.9
2012	133.3	42.1	133.5	94.6	403.5
2013	133.0	42.1	133.9	94.6	403.6
2014	133.3	41.4	134.2	94.6	403.5
2015	138.3	42.6	140.3	98.4	419.7
2016	138.5	42.5	140.3	98.4	419.6
2017	138.1	43.3	139.9	98.4	419.7
2018	148.6	47.5	152.5	111.1	459.7
2019	148.9	48.7	151.0	111.1	459.7
2020	162.9	53.4	167.3	122.2	505.7
2021	165.6	54.1	163.7	122.2	505.7
2022	167.3	55.8	168.0	124.6	515.8
2023	171.4	57.9	169.7	127.1	526.1
2024	171.8	60.7	174.8	129.7	537.0
2000-2024 % Change	60.4%	105.8%	37.2%	54.2%	54.3%
2000-2024 Compound Annual Growth Rate	1.9%	2.9%	1.3%	1.7%	1.7%

F-17A: GTA Distribution by Governmental Unit (constant 2025 dollars, millions)



T-17A: GTA Distribution by Governmental Unit (constant 2025 dollars, millions)

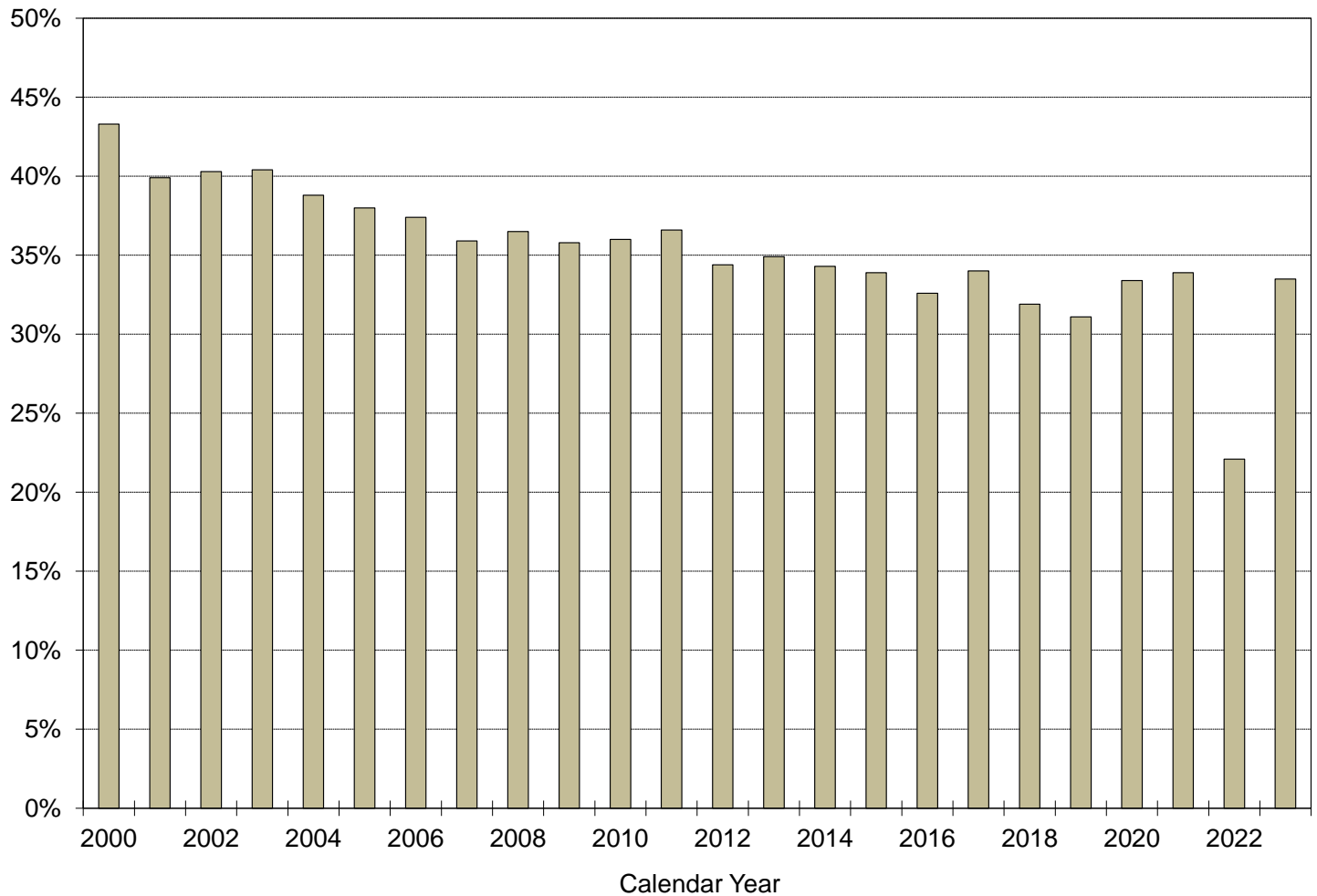
Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
2000	200.1	55.1	238.1	157.2	650.5
2001	193.5	53.3	230.8	152.0	629.6
2002	198.0	55.8	230.1	153.8	637.6
2003	201.7	58.2	232.3	156.4	648.5
2004	198.7	58.5	224.2	153.0	634.4
2005	190.4	60.7	216.3	148.5	616.0
2006	188.0	60.1	211.3	146.0	605.4
2007	186.6	60.9	209.4	145.2	602.1
2008	186.1	61.0	206.7	144.2	597.9
2009	188.4	62.8	209.7	146.5	607.4
2010	190.5	64.7	210.3	148.0	613.4
2011	191.9	66.0	212.2	149.4	619.5
2012	185.3	58.5	185.6	131.5	561.0
2013	181.8	57.6	183.1	129.3	551.8
2014	179.5	55.7	180.7	127.4	543.2
2015	184.8	57.0	187.6	131.5	560.9
2016	183.9	56.4	186.3	130.7	557.2
2017	180.1	56.4	182.3	128.3	547.1
2018	189.4	60.6	194.5	141.6	586.1
2019	186.0	60.9	188.6	138.8	574.3
2020	200.3	65.6	205.7	150.3	621.9
2021	199.1	65.1	196.8	146.9	608.0
2022	187.7	62.6	188.5	139.8	578.6
2023	180.9	61.1	179.2	134.2	555.4
2024	175.8	62.1	178.9	132.8	549.6
2000-2024 % Change	-12.1%	12.7%	-24.8%	-15.5%	-15.5%
2000-2024 Compound Annual Growth Rate	-0.5%	0.5%	-1.1%	-0.7%	-0.7%

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.

As noted earlier in this report, the federal government enacted several acts to provide economic relief to state and local governments in response to the coronavirus pandemic. While the increases in federal funding are not included in this report, 2021 Wisconsin Act 58 reduced state public transit operating aids in FY2022 for systems in Tier A-1 (Milwaukee) and Tier A-2 (Madison) to reflect additional federal funding received.

F-18: Share of Transit Costs Covered by State Operating Aid



T-18: 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%
2021	33.9%
2022	22.1%
2023	33.5%

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.

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.

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

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 13, as are one-time payments for various purposes.

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.

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.*
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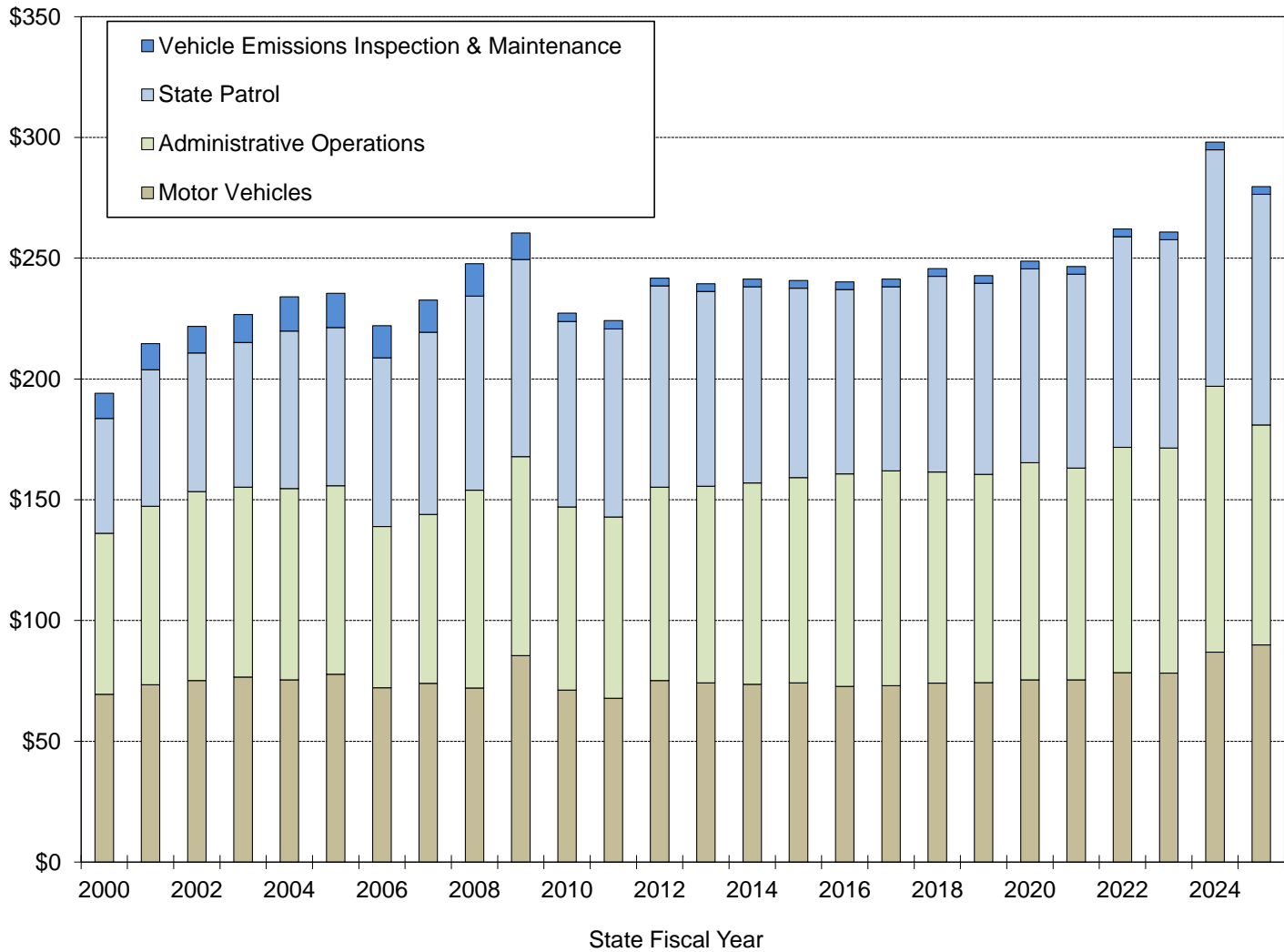
Department Operations Description

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 and 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-19: Department Operations (nominal dollars, millions)



T-19: Department Operations (nominal dollars, millions)

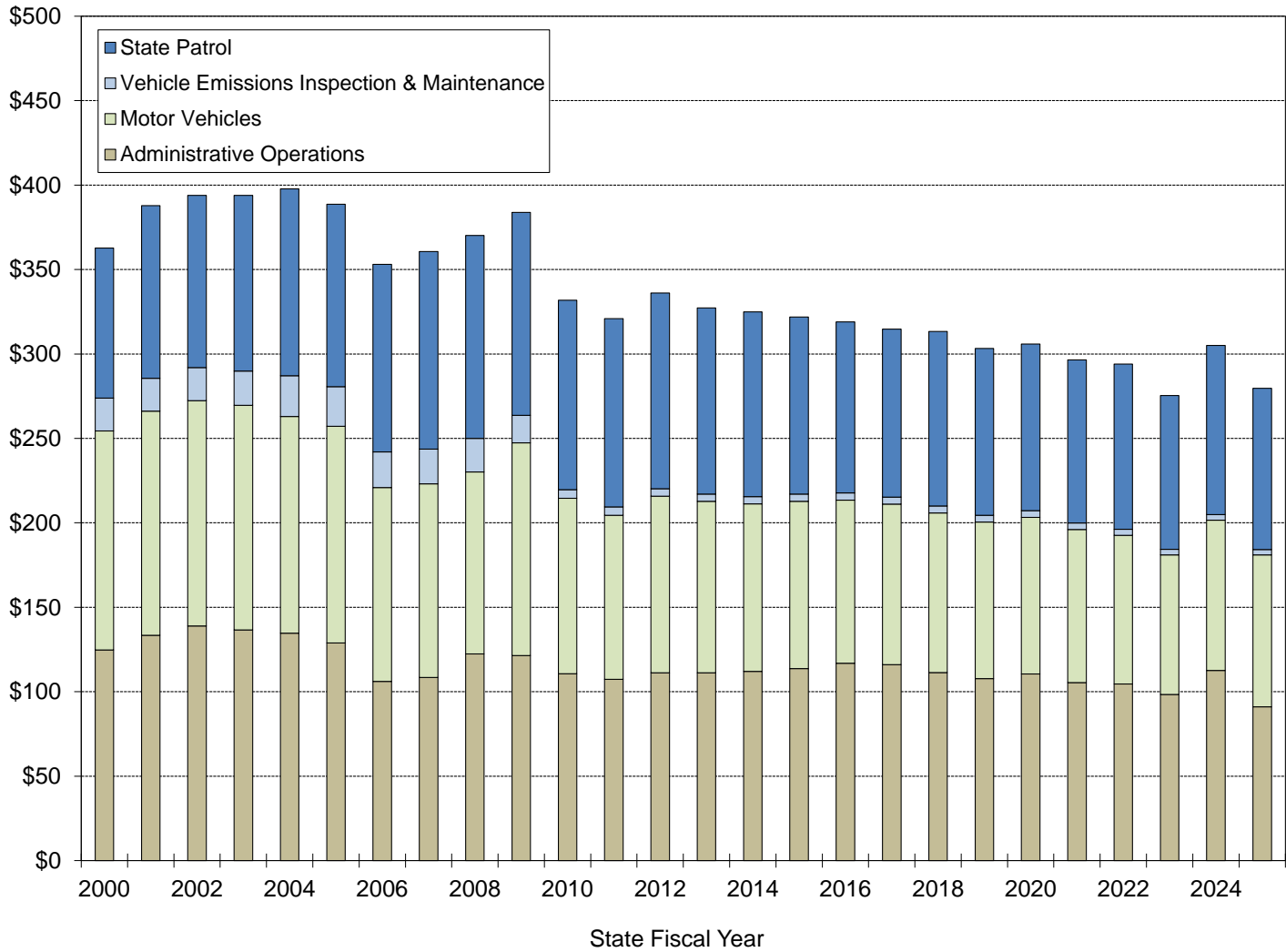
State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	69.4	66.7	47.5	10.4	194.1
2001	73.5	73.9	56.5	10.7	214.6
2002	75.1	78.2	57.4	11.0	221.8
2003	76.6	78.6	59.9	11.6	226.7
2004	75.4	79.2	65.2	14.2	234.0
2005	77.7	78.1	65.5	14.2	235.5
2006	72.2	66.7	69.9	13.3	222.0
2007	74.0	69.9	75.5	13.3	232.7
2008	72.1	81.9	80.4	13.3	247.7
2009	85.4	82.4	81.6	11.0	260.5
2010	71.2	75.8	76.8	3.5	227.3
2011	67.8	75.0	77.9	3.5	224.2
2012	75.2	80.0	83.4	3.2	241.8
2013	74.2	81.4	80.6	3.2	239.4
2014	73.7	83.3	81.3	3.2	241.4
2015	74.2	85.0	78.4	3.2	240.8
2016	72.8	88.0	76.2	3.2	240.2
2017	73.0	89.0	76.2	3.2	241.4
2018	74.1	87.4	81.0	3.2	245.7
2019	74.2	86.3	79.1	3.2	242.8
2020	75.4	89.9	80.3	3.2	248.8
2021	75.4	87.7	80.3	3.2	246.6
2022	78.5	93.2	87.3	3.2	262.1
2023	78.2	93.2	86.2	3.2	260.8
2024	86.9	110.1	97.9	3.2	298.1
2025	89.9	91.1	95.5	3.2	279.7
2000-2025 % Change	29.5%	36.5%	101.1%	-69.3%	44.1%
2000-2025 Compound Annual Growth Rate	1.0%	1.2%	2.7%	-4.4%	1.4%

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.

FY2024 Administrative Operations increased by \$16.7 in Federal Funds for National Electric Vehicle Infrastructure (NEVI) as part of 2023 Wisconsin Act 122.

F-20: Department Operations (constant 2025 dollars, millions)



T-20: Department Operations (constant 2025 dollars, millions)

State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	129.8	124.7	88.8	19.5	362.7
2001	132.7	133.5	102.2	19.4	387.8
2002	133.4	138.9	102.0	19.5	393.9
2003	133.1	136.6	104.0	20.2	393.9
2004	128.2	134.7	110.8	24.1	397.8
2005	128.3	128.9	108.1	23.4	388.7
2006	114.8	106.1	111.1	21.1	353.1
2007	114.7	108.4	117.0	20.6	360.6
2008	107.8	122.3	120.2	19.9	370.2
2009	125.9	121.5	120.3	16.2	383.9
2010	103.9	110.7	112.2	5.1	331.8
2011	97.1	107.4	111.4	5.0	320.9
2012	104.5	111.2	115.9	4.4	336.1
2013	101.5	111.3	110.2	4.4	327.3
2014	99.2	112.1	109.4	4.3	325.0
2015	99.1	113.7	104.8	4.3	321.8
2016	96.6	116.9	101.2	4.2	318.9
2017	95.1	116.0	99.4	4.2	314.7
2018	94.5	111.4	103.3	4.1	313.3
2019	92.7	107.8	98.7	4.0	303.3
2020	92.8	110.5	98.7	3.9	305.9
2021	90.7	105.4	96.5	3.8	296.5
2022	88.0	104.6	97.9	3.6	294.1
2023	82.6	98.4	91.0	3.4	275.3
2024	89.0	112.7	100.2	3.3	305.1
2025	89.9	91.1	95.5	3.2	279.7
2000-2025 % Change	-30.7%	-27.0%	7.6%	-83.6%	-22.9%
2000-2025 Compound Annual Growth Rate	-1.4%	-1.2%	0.3%	-6.7%	-1.0%

Debt Service Description

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

TRB 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:

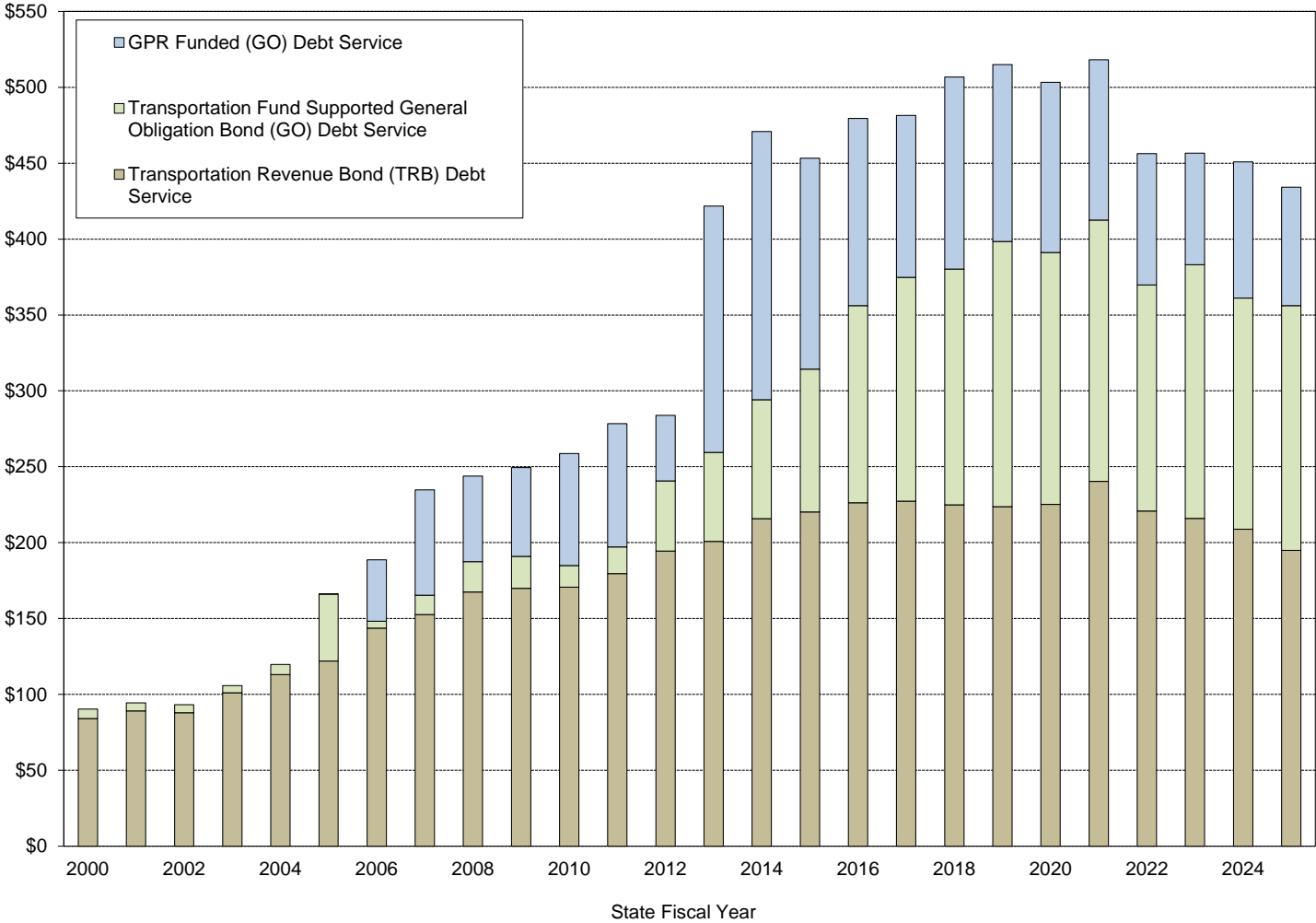
- 2015 Wisconsin Act 55 provided \$300 million in Transportation Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2015 Wisconsin Act 55 provided \$200 million in GO bond authority for Major Highway Development projects and \$150 million in GO bond authority for State Highway Rehabilitation 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 Megaprojects.
- 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.
- 2021 Wisconsin Act 58 provided \$20 million GO bond authority for state highway rehabilitation, major highway development, and southeast Wisconsin Freeway Megaprojects that utilize the design-build method; and \$40 million GO bond authority for Southeast Wisconsin Freeway Megaprojects.
- 2023 Wisconsin Act 19 provided \$352.8 million GO bond authority for Major Interstate Bridge.

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
- 2021 Wisconsin Act 58 provided \$15.3 million in GO bond authority for harbor assistance and \$20.0 million in GO bond authority for freight railroad preservation.

Passenger rail and transit projects are financed with GO bonds repaid with revenues from the General Fund or the Transportation Fund.

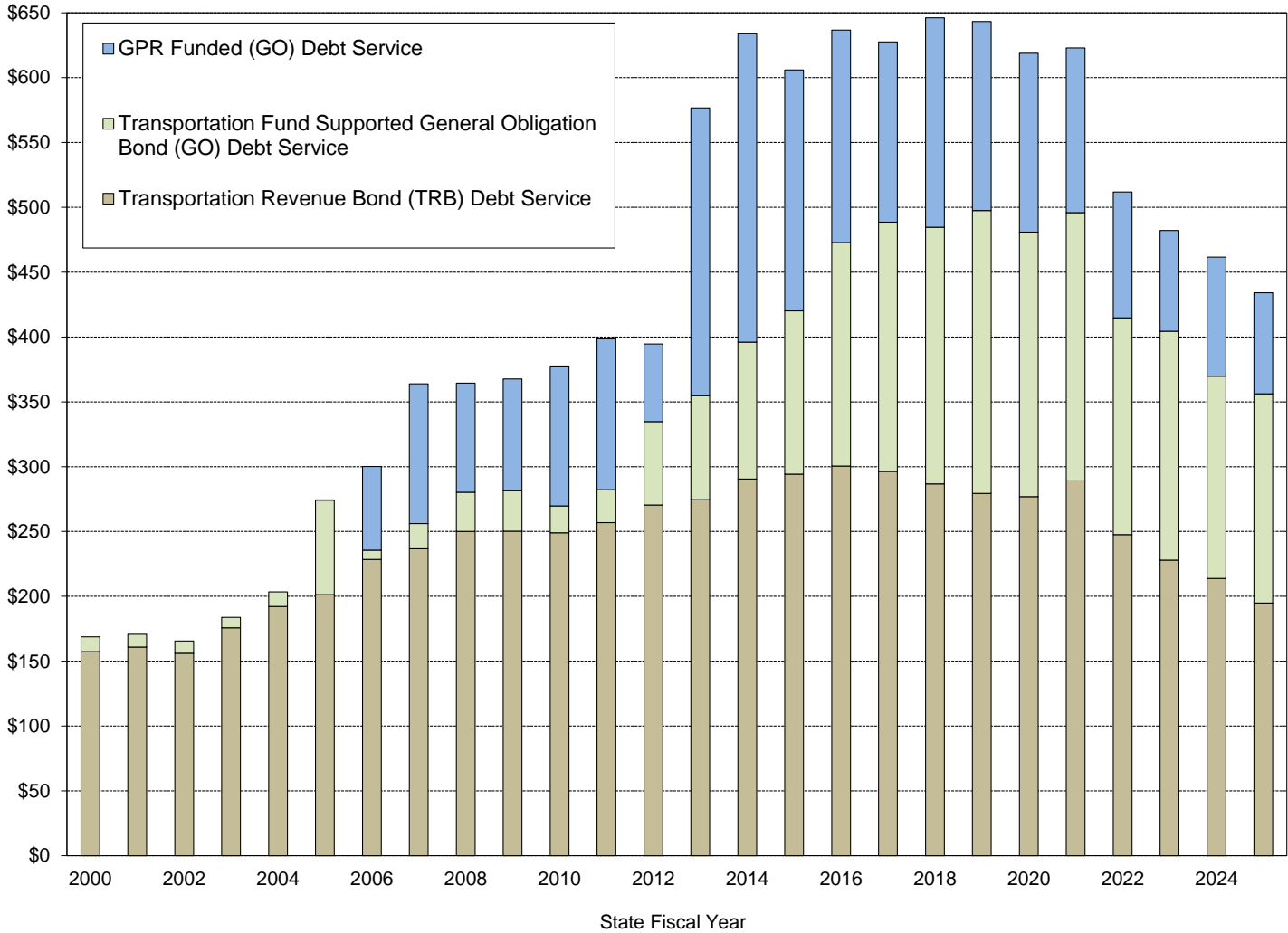
F-21: Bonding Debt Service (nominal dollars, millions)



T-21: 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	84.2	6.2	90.3	-	90.3
2001	89.1	5.4	94.5	-	94.5
2002	87.9	5.3	93.3	-	93.3
2003	101.1	4.7	105.8	-	105.8
2004	113.1	6.6	119.7	-	119.7
2005	122.0	44.1	166.2	0.1	166.3
2006	143.7	4.5	148.2	40.6	188.7
2007	152.7	12.6	165.3	69.5	234.8
2008	167.4	20.1	187.5	56.4	243.9
2009	169.9	21.1	191.0	58.5	249.5
2010	170.6	14.2	184.8	73.9	258.7
2011	179.6	17.7	197.2	81.2	278.4
2012	194.5	46.3	240.7	43.1	283.8
2013	200.8	58.6	259.5	162.3	421.8
2014	215.8	78.4	294.2	176.7	470.9
2015	220.2	94.2	314.4	138.9	453.3
2016	226.3	129.9	356.2	123.4	479.6
2017	227.3	147.5	374.8	106.6	481.4
2018	224.9	155.3	380.2	126.6	506.8
2019	223.7	174.7	398.4	116.6	515.0
2020	225.1	166.0	391.1	112.1	503.2
2021	240.4	172.2	412.5	105.6	518.1
2022	220.8	149.0	369.8	86.6	456.3
2023	215.9	167.2	383.0	73.6	456.7
2024	208.9	152.3	361.2	89.7	450.9
2025	194.9	161.2	356.1	78.0	434.1
2000-2025 % Change	131.5%	2,521.6%	294.3%	N/A	380.6%
2000-2025 Compound Annual Growth Rate	3.3%	13.4%	5.4%	N/A	6.2%

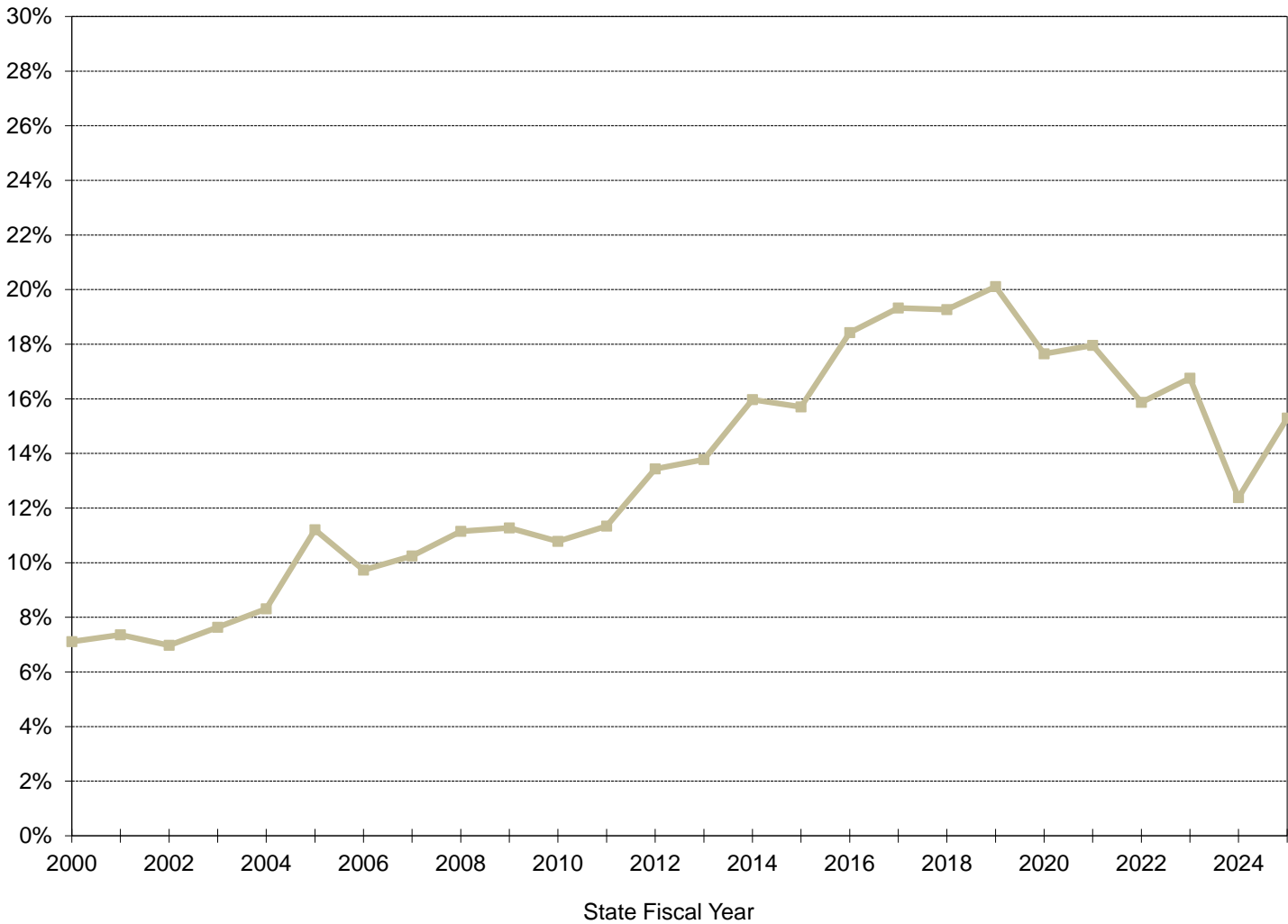
F-22: Bonding Debt Service (constant 2025 dollars, millions)



T-22: Bonding Debt Service (constant 2025 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	157.3	11.5	168.8	-	168.8
2001	161.0	9.8	170.8	-	170.8
2002	156.2	9.4	165.6	-	165.6
2003	175.7	8.1	183.8	-	183.8
2004	192.2	11.2	203.5	-	203.5
2005	201.4	72.8	274.2	0.2	274.4
2006	228.5	7.1	235.6	64.5	300.1
2007	236.6	19.6	256.2	107.6	363.8
2008	250.2	30.0	280.2	84.3	364.5
2009	250.3	31.1	281.5	86.2	367.7
2010	249.0	20.7	269.7	107.8	377.6
2011	256.9	25.3	282.3	116.2	398.5
2012	270.4	64.3	334.7	59.9	394.6
2013	274.6	80.1	354.7	221.9	576.6
2014	290.5	105.6	396.1	237.8	633.9
2015	294.3	125.9	420.2	185.7	605.9
2016	300.5	172.4	472.9	163.8	636.8
2017	296.3	192.3	488.6	138.9	627.6
2018	286.8	198.0	484.7	161.4	646.1
2019	279.4	218.2	497.6	145.7	643.3
2020	276.8	204.1	480.9	137.9	618.8
2021	289.0	207.0	496.0	126.9	622.9
2022	247.6	167.1	414.8	97.1	511.9
2023	227.9	176.5	404.4	77.7	482.1
2024	213.8	155.9	369.7	91.8	461.5
2025	194.9	161.2	356.1	78.0	434.1
2000-2025 % Change	23.9%	1302.9%	111.0%	N/A	157.2%
2000-2025 Compound Annual Growth Rate	0.8%	10.7%	2.9%	N/A	3.7%

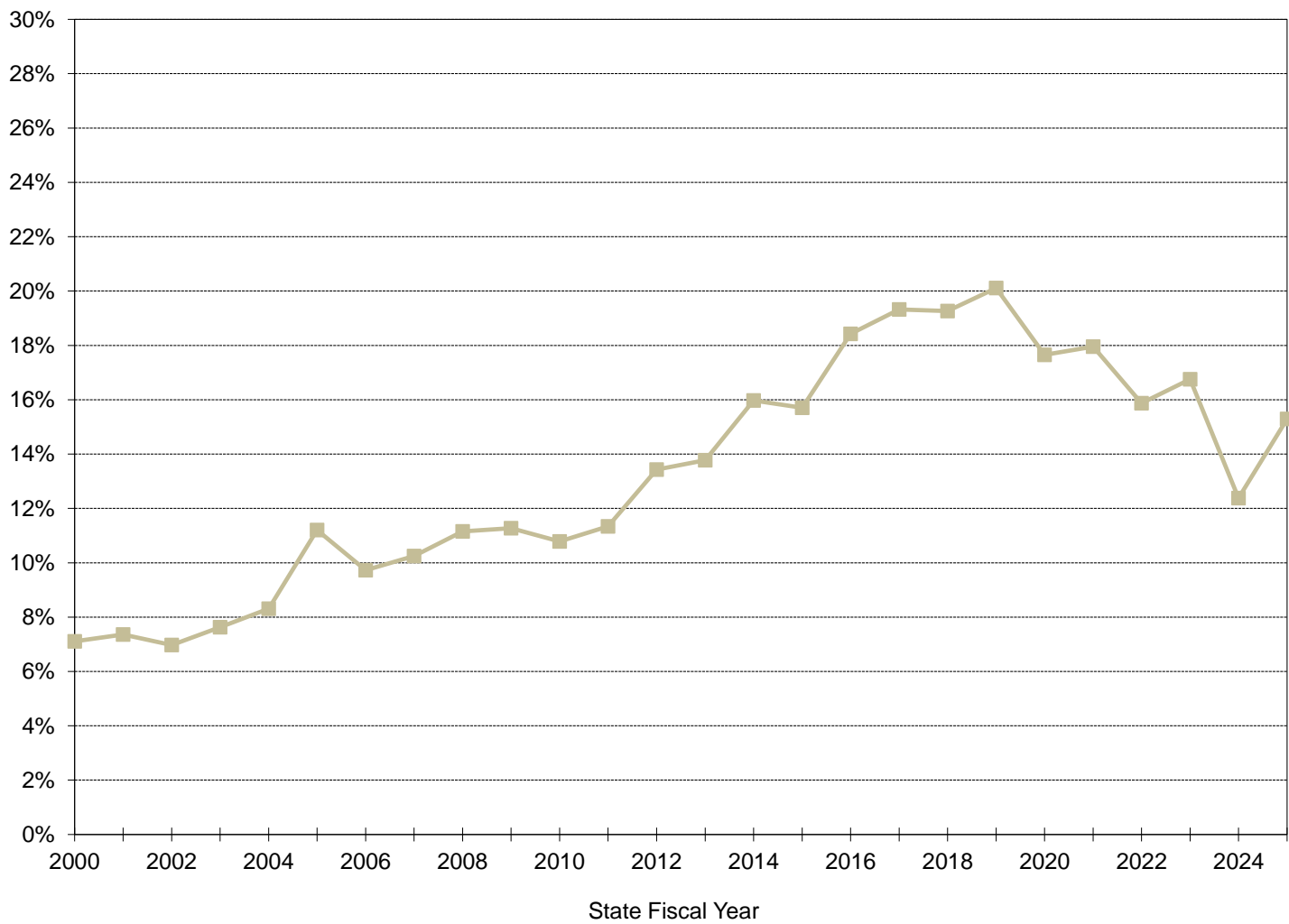
F-22A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)



T-22A: 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	1,271.1	90.3	7.1%
2001	1,283.4	94.5	7.4%
2002	1,337.7	93.3	7.0%
2003	1,386.6	105.8	7.6%
2004	1,440.4	119.7	8.3%
2005	1,482.9	166.2	11.2%
2006	1,523.3	148.2	9.7%
2007	1,612.9	165.3	10.2%
2008	1,681.3	187.5	11.2%
2009	1,693.6	191.0	11.3%
2010	1,714.1	184.8	10.8%
2011	1,739.9	197.2	11.3%
2012	1,792.2	240.7	13.4%
2013	1,883.7	259.5	13.8%
2014	1,842.0	294.2	16.0%
2015	2,001.6	314.4	15.7%
2016	1,932.6	356.2	18.4%
2017	1,939.5	374.8	19.3%
2018	1,973.3	380.2	19.3%
2019	1,981.1	398.4	20.1%
2020	2,215.7	391.1	17.7%
2021	2,297.8	412.5	18.0%
2022	2,330.1	369.8	15.9%
2023	2,286.5	383.0	16.8%
2024	2,852.1	353.1	12.4%
2025	2,328.3	356.1	15.3%
2000-2025 % Change	83.2%	294.3%	
2000-2025 Compound Annual Growth Rate	2.4%	5.4%	

F-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service
(constant 2025 dollars, millions)

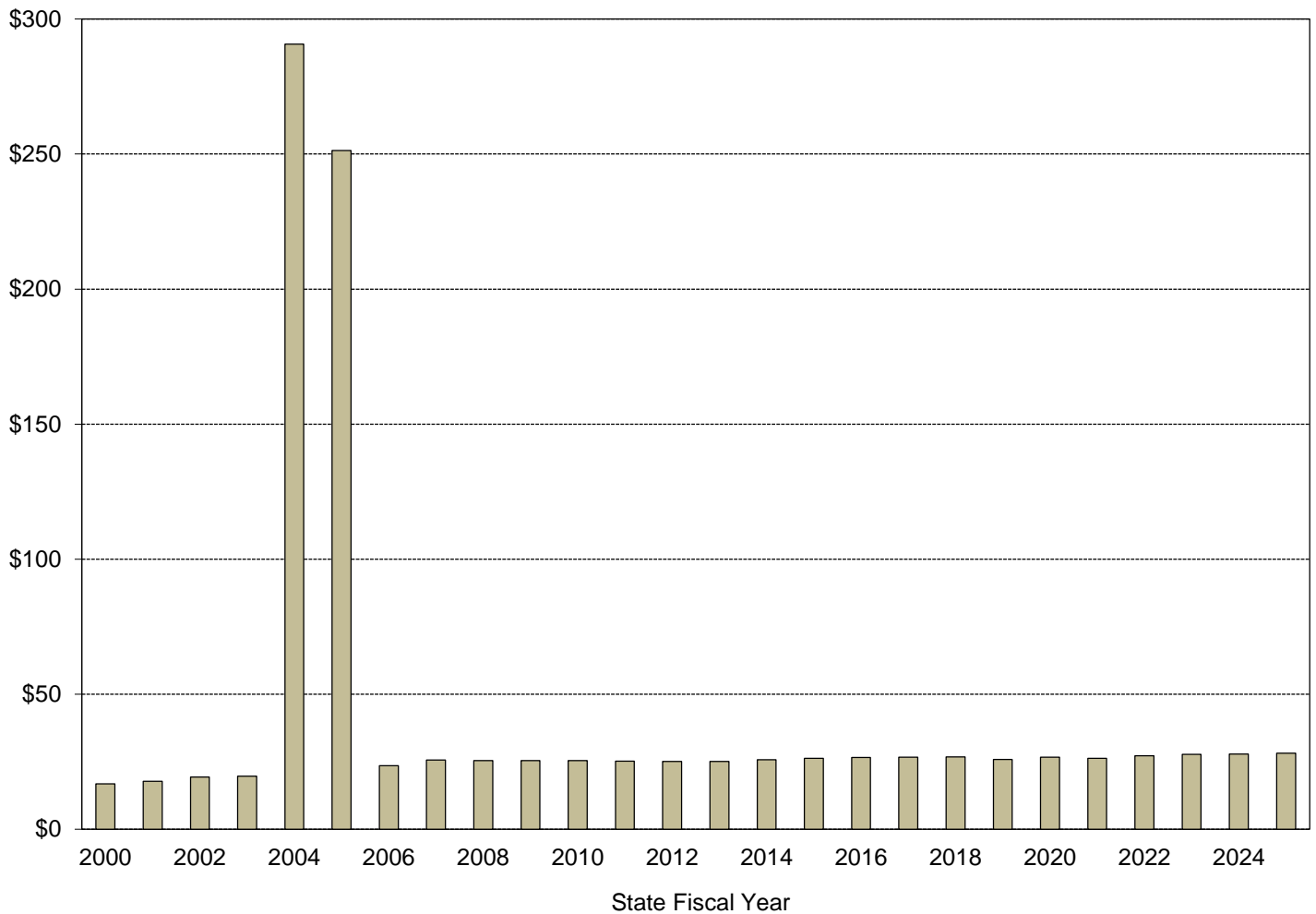


**T-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service
(constant 2025 dollars, millions)**

State Fiscal Year	State Revenue	Bond Debt Service Supported by the Transportation Fund	% of State Revenues
2000	2,375.2	168.8	7.1%
2001	2,319.1	170.8	7.4%
2002	2,375.1	165.6	7.0%
2003	2,408.9	183.8	7.6%
2004	2,448.4	203.5	8.3%
2005	2,447.1	274.2	11.2%
2006	2,422.3	235.6	9.7%
2007	2,499.7	256.2	10.2%
2008	2,512.6	280.2	11.2%
2009	2,496.0	281.5	11.3%
2010	2,501.6	269.7	10.8%
2011	2,489.9	282.3	11.3%
2012	2,491.5	334.7	13.4%
2013	2,575.3	354.7	13.8%
2014	2,479.8	396.1	16.0%
2015	2,675.5	420.2	15.7%
2016	2,566.2	472.9	18.4%
2017	2,528.4	488.6	19.3%
2018	2,515.8	484.7	19.3%
2019	2,474.6	497.6	20.1%
2020	2,724.5	480.9	17.7%
2021	2,762.4	496.0	18.0%
2022	2,613.9	414.8	15.9%
2023	2,413.7	404.4	16.8%
2024	2,919.5	361.5	12.4%
2025	2,328.3	356.1	15.3%
2000-2025% Change	-2.0%	111.0%	
2000-2025 Compound Annual Growth Rate	-0.1%	2.9%	

Appropriations to Other Agencies Description

Funds from the Transportation Fund are appropriated to other state agencies for non-DOT programs. These include transfers to the conservation fund for estimated motor fuel taxes paid by users of snowmobiles, all-terrain vehicles, utility terrain vehicles, and motorboats, transfers to the Department of Revenue appropriations for administering Transportation Fund taxes, a Department of Tourism appropriation for tourism marketing, and an appropriation for making payments to municipalities that have railroad terminal facilities.

F-23: Other Agencies (nominal dollars, millions)

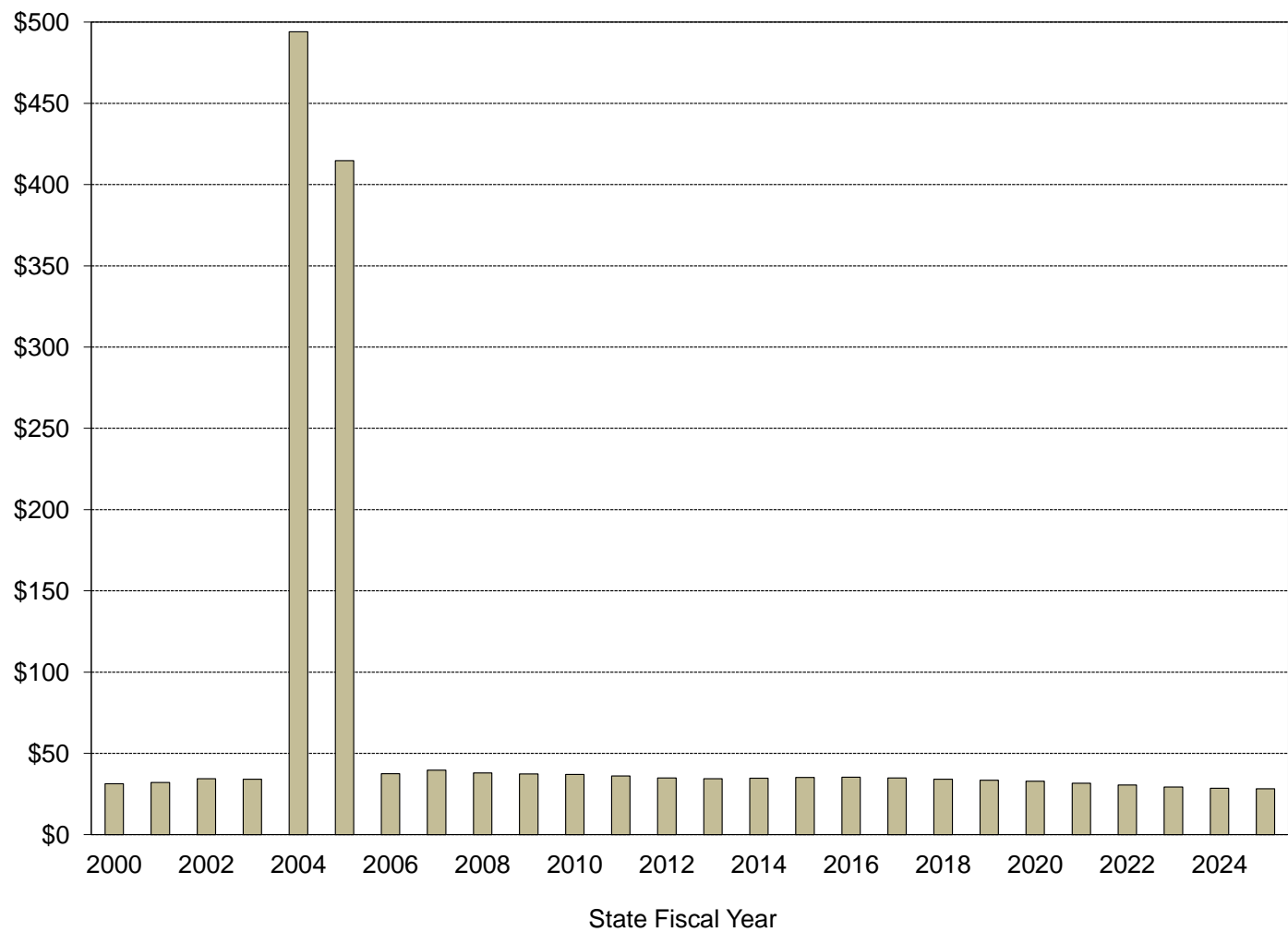
T-23: Other Agencies (nominal dollars, millions)

State Fiscal Year	Other Agencies
2000	16.8
2001	17.7
2002	19.3
2003	19.6
2004	290.6
2005	251.3
2006	23.5
2007	25.6
2008	25.4
2009	25.4
2010	25.4
2011	25.2
2012	25.1
2013	25.1
2014	25.8
2015	26.3
2016	26.6
2017	26.7
2018	26.7
2019	26.8
2020	26.7
2021	26.2
2022	27.2
2023	27.8
2024	27.8
2025	28.2
2000-2025 % Change	68.0%
2000-2025 Compound Annual Growth Rate	2.0%

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 payment for the following external agency programs: Motorboat formula (Department of Natural Resources); Snowmobile formula (Department of Natural Resources); All-terrain vehicle formula (Department of Natural Resources); Utility-terrain vehicle formula (Department of Natural Resources); Motor fuel tax administration (Department of Revenue); Terminal tax distribution (misc.); Railroad and air carrier tax administration (Department of Revenue); Rental vehicle fee administration (Department of Revenue); and Marketing (Department of Tourism).

F-24: Other Agencies (constant 2025 dollars, millions)



T-24: Other Agencies (constant 2025 dollars, millions)

State Fiscal Year	Other Agencies
2000	31.4
2001	32.0
2002	34.3
2003	34.1
2004	494.0
2005	414.7
2006	37.4
2007	39.7
2008	38.0
2009	37.4
2010	37.1
2011	36.0
2012	34.9
2013	34.4
2014	34.7
2015	35.2
2016	35.3
2017	34.8
2018	34.1
2019	33.5
2020	32.8
2021	31.6
2022	30.5
2023	29.3
2024	28.5
2025	28.2
2000-2025 % Change	-10.1%
2000-2025 Compound Annual Growth Rate	-0.4%

APPENDIX A

Consumer Price Index – Urban

State Fiscal Year	CPI (1982-84=100)	Annual % Change	Converted (FY2025 \$)
2000	169.3	2.9%	0.535
2001	175.1	3.4%	0.553
2002	178.2	1.8%	0.563
2003	182.1	2.2%	0.576
2004	186.1	2.2%	0.588
2005	191.7	3.0%	0.606
2006	198.9	3.8%	0.629
2007	204.1	2.6%	0.645
2008	211.7	3.7%	0.669
2009	214.6	1.4%	0.679
2010	216.8	1.0%	0.685
2011	221.1	2.0%	0.699
2012	227.6	2.9%	0.719
2013	231.4	1.7%	0.731
2014	235.0	1.6%	0.743
2015	236.7	0.7%	0.748
2016	238.2	0.7%	0.753
2017	242.7	1.9%	0.767
2018	248.1	2.2%	0.784
2019	253.3	2.1%	0.801
2020	257.3	1.6%	0.813
2021	263.1	2.3%	0.832
2022	282.0	7.2%	0.891
2023	299.7	6.3%	0.947
2024	309.0	3.1%	0.977
2025	316.3	2.4%	1.000

Source: IHS Global Insight

Note: Starting with the 2024-25 Transportation Budget Trends document the base year for the Consumer Price Index-Urban (CPI-U) inflationary adjustment switched from the start of the biennium to the end. The change was necessary to avoid confusion associated with the constant dollars after the base year appearing to decrease after the inflationary adjustment. The new methodology prevents that from occurring with the calculation.