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# 2017-19 Biennial Budget Highlights Department Budget Request



Wisconsin Department of Transportation  
Office of Policy, Finance and Improvement

September 15, 2016

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# 2017-19 Biennial Budget Highlights

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# TABLE OF CONTENTS

This document highlights the major finance and policy issues relating to the Department of Transportation's 2017 – 2019 biennial budget request, as submitted to the Department of Administration on September 15, 2016.

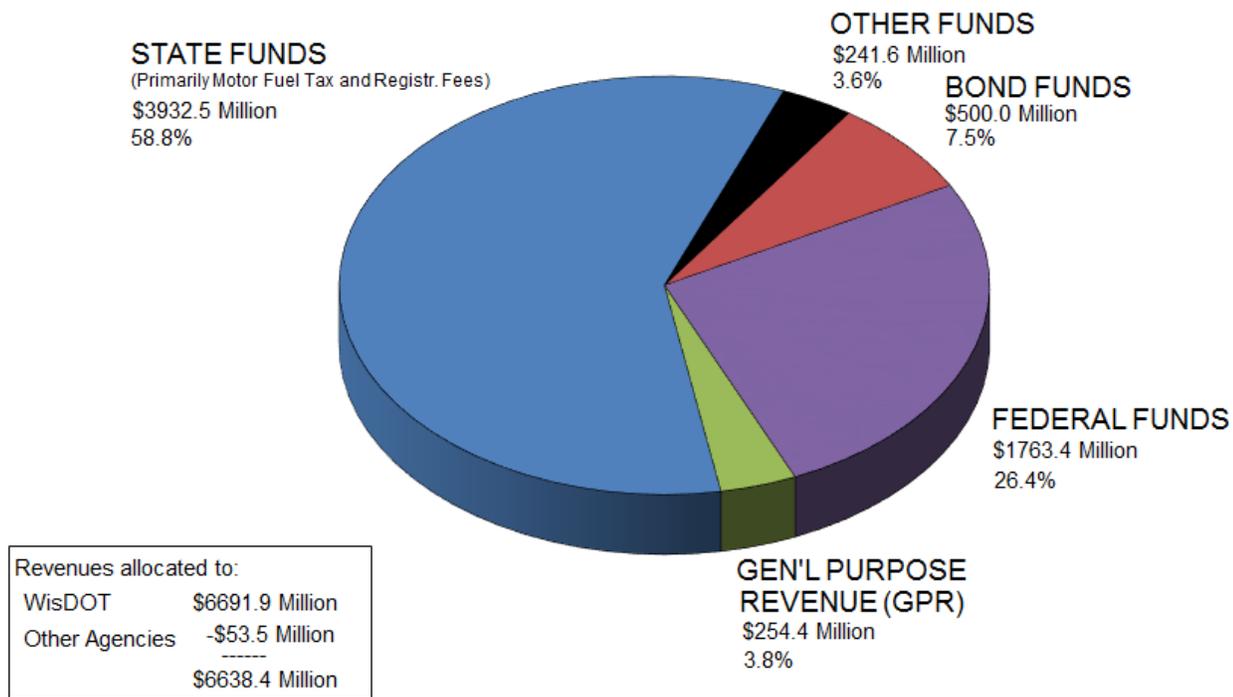
REVENUE SOURCES	3
EXPENDITURES	5
STATE HIGHWAY PROGRAMS	5
LOCAL AID PROGRAMS	9
SERVICE DIVISIONS	13
ATTACHMENT A: HIGHWAY PROGRAM COMPARISON	15
ATTACHMENT B: LOCAL PROGRAM COMPARISON	16
ATTACHMENT C: STATUTORY MODIFICATION INDEX	17

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# REVENUE SOURCES

The chart below illustrates transportation revenue sources in four categories: State Funds, Federal Funds, Bond Funds, and Other Funds. Total transportation revenues are estimated to be \$6.64 billion over the biennium. This is a decrease from \$6.82 billion in 2015 Wisconsin Act 55, the 2015-17 biennial budget.

## 2017-19 TRANSPORTATION REVENUE SOURCES TOTAL BUDGET \$6.64 BILLION *Agency Request*

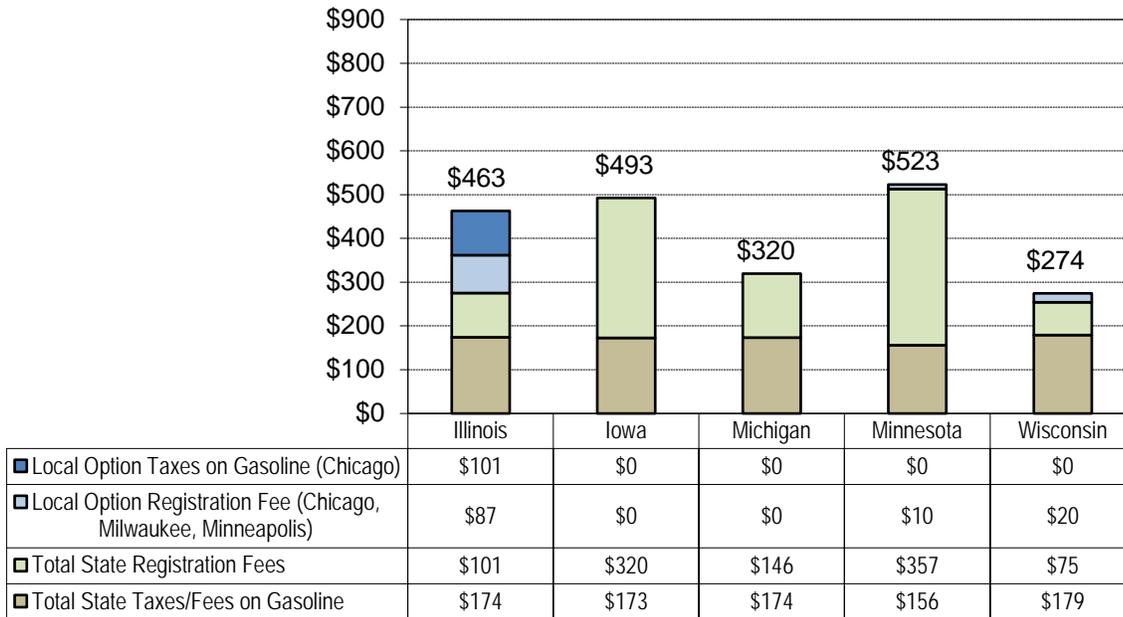


The budget request:

- Does not increase state motor fuel tax or vehicle registration fee rates.
- Continues the current annual transfer of 0.25% of General Fund taxes to the Transportation Fund, estimated at \$81.5 million for the biennium.
- Requests two annual transfers of \$19 million from the Petroleum Inspection Fund to support the Transportation Fund and continues the current transfer of \$6.3 million for a total of \$25.3 million each year.
- Requests \$500 million in bond funds, a reduction of \$410.7 million from the \$910.7 million in bonds provided in 2015-17 biennium.

## Other State Comparison

Under the proposed budget request the annual operating taxes and fees for a late-model sedan in Wisconsin are lower than in neighboring states:



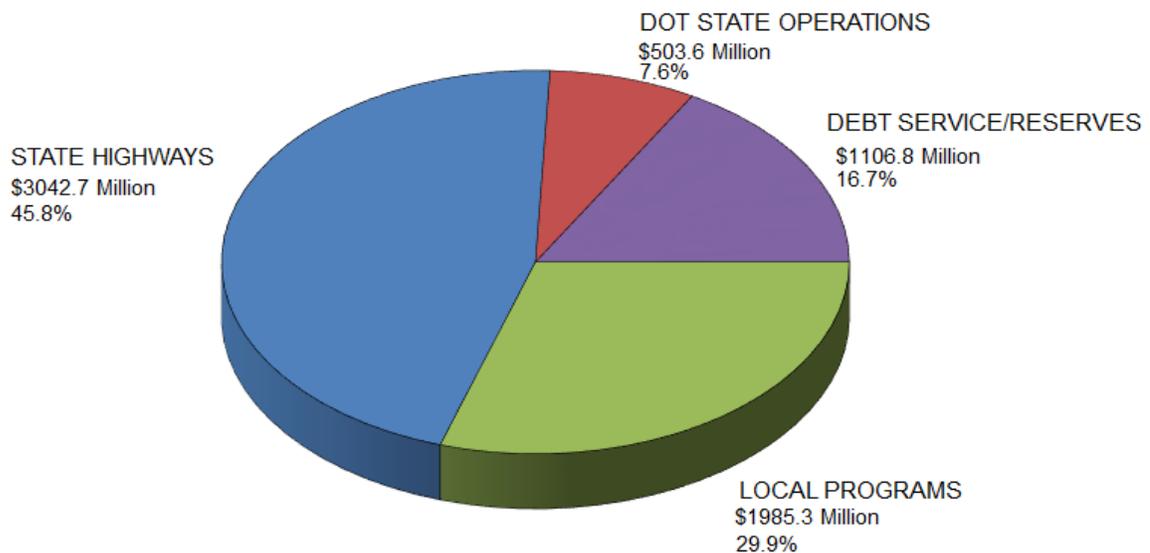
### Assumptions:

- Includes all known state excise, sales, and environmental taxes and fees levied on gasoline as of July 1, 2016, plus first renewal vehicle registration fees. State registration amounts in Iowa, Michigan, and Minnesota based on vehicle age and value.
- Local option taxes and fees in state's largest city shown where applicable.
- Based on costs for a vehicle with a fuel efficiency rating of 22 miles per gallon driven 12,000 miles.
- Sales taxes levied on gasoline in Michigan and Illinois assumes FY 17 annual average retail price of \$2.190 per gallon.
- Does not include federal fuel taxes (totaling \$100 in each state) or tolls imposed on certain highways and bridges.
- Amounts are rounded.

# EXPENDITURES

The chart below illustrates the Department's proposed expenditure authority in four categories: State Highways, Local Programs, Debt Service and Reserves and DOT Operations. Summaries of program amounts and changes are detailed below.

## 2017-19 TRANSPORTATION BUDGET ALL FUNDS TOTAL BUDGET \$6.64 BILLION *Agency Request*



## STATE HIGHWAY PROGRAMS

### State Highway Rehabilitation (SHR)

This program provides for the rehabilitation and reconstruction of existing state highways and bridges.

The Department's request provides \$1,707.2 million for the SHR program during the biennium. This is a 0.3 percent increase over the amounts provided in the 2015-2017 biennium.

The Department requests that the authorized uses of Transportation Revenue Bonds be expanded to include the SHR program.

### Major Highways

This program provides for the development and construction of new or significantly improved state highways. The program includes two categories of major highway projects:

- Projects with a total cost of more than \$37.4 million and any of the following:

- Constructing a new highway 2.5 miles or more in length;
  - Reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding five or more miles in length;
  - Improving to freeway standards 10 or more miles of an existing divided highway having two or more lanes in either direction.
- State Trunk Highway Rehabilitation (SHR) projects with a cost of at least \$93.5 million that do not meet the other statutory requirements defining a major highway project.

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

The Department’s request provides \$562.8 million for the Majors program during the biennium. This is nearly an 18 percent decrease over the amounts provided in the 2015-2017 biennium.

Impacts on Enumerated Major Highway Projects

Effects of the 2017-19 Majors budget of \$562.8 million are compared against the schedule reported in the August 2016 Transportation Projects Commission (TPC) report. In FY 16 the Department received a \$40 million Federal Highways Administration (FHWA) FASTLANE grant for the I-39/90 project. Keeping the project on schedule will be a priority in allocating proposed funding in 2017-19 so as to not put receipt of the federal grant at risk.

Major Project	Years of Delay*	Completion Date
STH 10/441	0	2020
IH 39/90	0	2021
STH 18/151 Verona Road	2	2021
STH 15	1	2022
STH 23	3	2023

\*Delay measured from August 2016 Transportation Projects Commission (TPC) report

To update the Wisconsin Statutes, the Department also requests removal of completed projects from the statutory enumeration list.

**Southeast Wisconsin Freeway Megaproject Program**

This program provides funding for all projects on the southeast Wisconsin freeway system expected to cost more than \$500 million, including the reconstruction of the I-94 North-South freeway, the Zoo Interchange, and the I-94 East-West freeway. Under this program:

- The Megaproject cost threshold is indexed to construction inflation.
- Megaprojects must be enumerated in state law.

The Department requests \$122 million over the biennium in the SE Freeways Megaprojects program. This is a 70.6 percent decrease over the amounts provided in the 2015-2017 biennium.

- Zoo Interchange (IC) – The request provides \$91 million to continue work on the Zoo IC, which delays the completion of the overall project to 2022, two years beyond the current 2020 date.

- East-West – The Department requests enumeration of the I-94 East-West in the Milwaukee area. The request provides \$31 million to continue design and provide some funding for real estate acquisition and/or utilities funding.

### **Major Interstate Bridge Construction**

No funds are requested at this time for the St. Croix Crossing project. The Department is still awaiting the results of the financial impact of the new schedule to determine the appropriate state share.

### **State Highway Maintenance, Management and Operations**

State highway maintenance includes a wide range of activities to support maintenance and operational functioning of the state's highway system. Most routine maintenance activities are performed by the state's 72 counties under contract to the Department. This includes activities such as repairing potholes, removing snow, applying salt and controlling vegetation. Much of the inspection and non-routine maintenance of state highways and bridges are carried out by state staff or private contractors, including: bridge inspection and maintenance; maintenance of roadside facilities; culvert inspection and repair; emergency repairs for road washouts, bridge hits, pavement blowouts and buckling; and centralized purchase and provision of winter salt to county highway departments.

State highway management and operations includes traffic system planning and design for highway improvement projects; operation of the State Traffic Operations Center (STOC), which provides real-time traffic data to law enforcement and the public; and programs that ensure coordinated operation of the transportation system during emergencies and traffic incidents.

The Department requests \$605.5 million over the biennium in the State Highway Maintenance, Management and Operations program. This is a 13 percent increase over the amounts provided in the 2015-2017 biennium.

#### State Highway Maintenance

The Department requests an additional \$16.0 million in FY18 and \$13.98 million in FY19 for highway system management and operations activities, including pavement marking, rest area asset management needs, replacement of high pressure sodium lights with LED, meeting federal signing requirements and creating a new Oversize Overweight (OSOW) online permitting system. In addition:

- The Department requests a statutory modification to allow state and federal highway system management and operations funds to be utilized for activities carried out by counties under contract to the Department. This will provide flexibility in how initiatives are funded.
- The Department requests updates to the Specific Information Sign program.

The Department also requests an additional \$15.4 million in FY18 and \$18.4 million in FY19 for routine maintenance activities performed by the counties under contract with the Department, including pavement preservation, signing backlog, improving unpaved shoulder drop-off, pavement marking and maintaining Routine Maintenance Agreement service levels.

### Traffic System Management and Operations

The Department requests \$3 million in federal funds in FY18 and in FY19 for the Intelligent Transportation System (ITS) and Traffic Signals program and requests the elimination of the June 30, 2019 sunset of the program's appropriation.

### **Other Highway Program Modifications**

The Department requests \$300,000 during the 2017-19 biennium and authority to enter into up to three pilot projects that utilize the construction manager/general contractor (CMGC) alternative project delivery and construction model. CMGC provides opportunities to reduce time and costs associated with highway improvement projects.

The Department requests several statutory modifications related to the Highway Program:

- Transportation of milk products – The budget proposes making changes to make state law consistent with the federal Fix American's Surface Transportation (FAST) Act and to establish a milk hauling oversize/overweight (OSOW) permit.
- Relocation program – The budget requests changes to current law to specify that state relocation program provisions will follow the federal Uniform Relocation and Real Property Acquisition Act of 1970, as amended, and federal code 49 CFR Part 24. In addition, the Department requests that state law retain key Wisconsin-specific provisions that provide benefits in addition to those contained in federal law.
- Recyclable scrap – The budget requests simplifying permitting of OSOW vehicles related to the transport of garbage, refuse and recyclable scrap by grouping scrap and refuse together and redefining scrap as recyclable scrap.
- Harmonize state and federal state weight allowances and definitions – The budget's proposed changes would provide uniformity for both interstate and intrastate motor carriers and drivers in determining whether a driver operating a Commercial Motor Vehicle (CMV) is subject to the commercial driver's license requirements in Chapter 343.
- Radiological materials permit funding -- The budget requests statutory modifications to redirect deposit of permit fees for the transport of radiological materials from the appropriation created under s. 20.395(5)(dg), Wis. Stats., to the Transportation Fund.
- Natural gas and idle technology weight limits - The Department requests two changes to truck weight allowances related to idle technology and natural gas vehicles to harmonize state law with federal law changes that occurred in MAP 21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act.

A funding summary and comparison for the State Highway Program can be found in Attachment A.

# LOCAL AID PROGRAM<sup>1</sup>

## General Transportation Aids (GTA)

These funds provide reimbursements to each of Wisconsin's local governments to partially offset the cost of construction, maintenance and operation of the local road and street system.

The Department's request provides \$885.3 million for the GTA program during the biennium. This is a 5.5 percent increase over the amounts provided in the 2015-2017 biennium.

- The Department requests increased GTA payments to counties of \$3.2 million in FY18 and \$12.7 million in FY19 to increase the annual distribution amount to \$111.1 million in CY 2018 and thereafter. This change represents a 12.9 percent increase in calendar year funding for counties.
- The Department also requests increased GTA payments to municipalities of \$10.0 million in FY18 and \$20.1 million in FY19 to increase the annual distribution amount to \$341.3 million in CY 2018 and thereafter. This change represents a 6.25 percent increase in calendar year funding for municipalities.
- In addition, the Department requests a 4 percent increase in the mileage aid rate per mile in CY 2018 from \$2,202 per mile to \$2,290 per mile.

## Local Road Improvement Program

The Local Roads Improvement Program (LRIP) is a state funded reimbursement program that assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The program consists of an entitlement component and a discretionary component.

The Department's request provides \$70.1 million for LRIP during the biennium. This is a 25 percent increase over the amounts provided in the 2015-2017 biennium.

- For the entitlement component, the Department requests an increase of \$2.3 million in each year and for the discretionary component, the Department requests an increase of \$4.7 million per year.
- The Department also requests the local match for discretionary component projects be decreased from at least 50 percent of a total projects cost to 40 percent.

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<sup>1</sup> Unless otherwise indicated amounts refer to segregated state funds only.

## **Local Bridge Improvement Assistance**

Local Bridge Assistance is provided to rehabilitate and replace the most seriously deteriorating existing local bridges on Wisconsin's local highway and road systems.

The Department's request provides \$21.9 million for Local Bridge Assistance during the biennium, which includes an increase of \$2.5 million in each year. This is a 29.5 percent increase over the amounts provided in the 2015-2017 biennium.

- The Department also requests the one-time transfer of \$1.0 million in FY18 from the repealed Traffic Safety and Marking Enhancement Grant program to the Local Bridge Improvement Assistance program.

A funding summary and comparison for the GTA, Local Road, and Local Bridge Programs can be found in Attachment B.

## **Lift Bridge Aids**

Lift Bridge Aid reimburses cities, villages, and towns for actual, approved costs incurred during the prior calendar year for maintenance and operation of lift bridges on connecting highways in the state.

The Department's request provides \$5.86 million for Lift Bridge Aids during the biennium. This is a 10.3 percent increase over the amounts provided in the 2015-2017 biennium.

- The request will fully fund the program in FY18, based on estimated costs provided by the municipalities.
- In addition, the Department requests the appropriation for lift bridge aids be amended to change the appropriation type from a biennial appropriation to a continuing appropriation to provide greater flexibility in managing the program and ensuring adequate funding is available to reimburse eligible municipalities for costs incurred.

## **Transit and Transit Operating Aids**

These funds are distributed to public transit and shared ride taxi operators serving a wide range of areas across the state, including large urban, county-wide, multi-county, tribal, small and medium urban, and rural areas.

The Department's request provides \$227.6 million for Transit and Transit Operating Aids during the biennium. This is the same amount provided in the 2015-2017 biennium.

- The Department requests the appropriations for transit programs be changed from annual to continuing, to ensure all program funds are distributed to eligible systems, after eligible costs have been determined.

## **Elderly and Disabled Aids**

These aids provide operating and capital assistance for specialized transportation services for seniors and individuals with disabilities. Funds are distributed to non-profit service providers and each of Wisconsin's counties to support the continued mobility of seniors and disabled populations.

The Department's request provides \$30.5 million for Elderly and Disabled County Aids and Specialized Transportation Aids for Seniors and Individuals with Disabilities during the biennium. This is a 3.35 percent increase over the amounts provided in the 2015-2017 biennium.

- The Department's request provides a 2% increase in funding in each year for the Elderly and Disabled County Aids program to recognize the large unmet needs in serving one of the fastest growing demographics of the state's population.
- The Department also requests an increase to the Tribal Elderly Transportation Grant program, which provides financial assistance to Wisconsin's eleven federally recognized Tribes. Funding for the program is provided from the Department of Administration's Indian Gaming appropriation that receives deposits from gaming revenues for programmatic activities, such as the Tribal Elderly Transportation Grant program. The \$148,500 increase in funding will provide an additional \$13,500 to each tribal unit to meet the transportation needs of its elderly members.

### **Rail and Harbor Assistance**

The Department's rail programs fund freight and passenger rail assistance, including the preservation of rail service that might otherwise be abandoned, preserving selected abandoned rail corridors for future public purposes, expanding passenger rail service, and aids to railroads for the maintenance of rail crossing devices. The harbor program provides grants to private and publically-owned harbors for dock wall repair, dredging and other harbor improvement activities, and also for cruise ship and ferry boat facilities.

The Department's request provides \$25.5 million for Rail and Harbor Assistance during the biennium. This is a 16.4 percent decrease over the amounts provided in the 2015-2017 biennium.

- Since 1989, Wisconsin and Illinois have provided operating support for the Hiawatha rail service line that runs between Milwaukee and Chicago. The Department requests \$200,000 in FY18 for one-time start-up costs associated with the implementation of new state-owned locomotives on the Amtrak Hiawatha rail service line.
- The Department also requests \$12.0 million in GO bonding authority for the Freight Rail Preservation Program.
- The Department requests a change to state statutes that clarifies how an intermodal transfer facility is defined to ensure such facilities are eligible for funding under the Transportation Facilities Economic Assistance and Development (TEA) program.
- The Department requests \$14.1 million in GO bonding for the Harbor Assistance Program.

### **Transportation Facilities, Economic Assistance and Development (TEA)**

The TEA Program provides state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects which will encourage business or industry to remain or expand within the state.

The Department's request provides \$6.8 million for TEA during the biennium. This is the same amount provided in the 2015-2017 biennium.

### **Special Highway and Miscellaneous Aids**

Special highway and miscellaneous aids includes the following programs: Connecting Highway Aids, Disaster Damage Aids, County Forest Roads and Expressway Policing Aids.

The Department's request provides \$28.7 million for Special Highway and Miscellaneous Aids during the biennium. This is the same amount provided in the 2015-2017 biennium.

### **Aeronautics Assistance**

The aeronautics program promotes and assists in the development of a statewide airport system, as well as promoting aviation safety and education for Wisconsin pilots.

The Department's request provides \$26.8 million for aeronautics assistance during the biennium. This is a 0.09 percent decrease over the amounts provided in the 2015-2017 biennium.

## SERVICE DIVISIONS<sup>2</sup>

### Division of State Patrol (DSP)

The Department's request provides \$135.5 million for DSP during the biennium. This is a 8.1 percent increase over the amounts provided in the 2015-2017 biennium.

The request includes:

- \$223,200 in FY18 and FY19 to fund the purchase of 500 tactical vests and helmets for troopers and inspectors. This request will provide DSP sworn officers with protection in the face of higher caliber firearms being used in crimes.
- \$1,388,600 in FY18 and FY19 to fund the purchase of in-squad video cameras and the necessary support. Current cameras are well past their useful life expectancy and are very expensive to repair. These cameras provide many new features that will help promote officer safety and citizen protection.

The Department requests various statutory modifications related to DSP, including:

- Increase the penalty from \$10 to \$25 for not wearing seatbelts and treat these violations the same as similar violations, therefore making them subject to the assessment of various court costs and fees.
- Increase the minimum forfeiture from \$20 to \$100 for inattentive driving or for composing or sending text messages or emails while driving.
- Approve the authority to collect local agency funds to help fund IT needs for DSP's Mobile Architecture and Communications Handling (MACH) program.
- Increase the threshold for reporting a motor vehicle crash causing property damage from \$1,000 to \$1,500; the threshold has not changed since 1996 and many local agencies have requested an increase to alleviate unnecessary information collection work.
- Authorize private inspectors to conduct inspections of salvage vehicles for a fee determined by each inspector.

### Division of Motor Vehicles (DMV)

The Department's request provides \$151.5 million for DMV during the biennium. This is a 4.05 percent increase over the amounts provided in the 2015-2017 biennium. The Department requests:

- \$386,000 in FY18 and \$394,200 in FY19 to fund the fees charged for the use of verification systems used by DMV in the processing of driver license and identification card applications.

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<sup>2</sup> Unless otherwise indicated amounts refer to segregated state funds only.

- \$446,300 in FY18 and \$446,300 in FY19 to replace information technology equipment used by DMV.
- \$961,100 in FY18 and \$1,275,200 in FY19 to create a predictable replacement cycle for license plates, which will stabilize the current license plate program by allowing the reissuance of new plates for the state's oldest plates.
- \$1,021,900 in FY18 and \$913,500 in FY19 to fund increased postage costs.
- \$164,200 in FY18 for implementation costs related to issuing an ID identified for voting purposes only.

The Department's request also includes the following statutory modification requests:

- Provide the authority to collect odometer data during annual vehicle registration.
- Allow the Department to issue simulated credentials for law enforcement officers engaged in undercover work.
- Create a pilot program to evaluate waiving the skills test requirement for graduates of a licensed driver training school.
- Eliminate the safety responsibility program.
- Eliminate the option for an in-person administrative review of a suspension of operating privileges.

### **Division of Business Management**

The Department requests \$800,000 in FY18 and \$800,000 in FY19 to fund management of facilities owned, leased and managed by the Department. The funding would be used to address long-standing maintenance deferrals that threaten the continued efficient operation of the facilities.

The Department requests the reallocation of 1.23 FTE positions and related funding from DMV to DBM/Executive Offices as a result of a Department reorganization.

### **Links:**

2017-19 Department Budget Request:

<http://www.doa.state.wi.us/Documents/DEBF/Budget/Biennial%20Budget/2017-19%20Agency%20Requests/395%20DOT%20Agency%20Budget%20Request%202017-19.pdf>

2017-19 BIENNIAL BUDGET REQUEST HIGHLIGHTS

Attachment A

		Highway Programs Funding - Historical Comparison, WisDOT Submission		
		13-15	15-17	17-19
		Biennium	Biennium*	Biennium
<b>SHR</b>	State	801,947,200	627,294,500	559,257,800
	Federal	795,364,400	920,730,900	835,203,900
	Local	4,000,000	4,000,000	4,000,000
	TRB Bonding	0	0	308,738,300
	Contingent Bonding	0	150,000,000	0
			<b>1,601,311,600</b>	<b>1,702,025,400</b>
Percent Change 15/17 to 17/19				<b>0.30%</b>
<b>Majors</b>	State*	167,235,400	157,965,100	51,530,700
	Federal	156,527,000	185,741,200	357,971,700
	TRB Bonding	404,632,000	169,012,200	153,281,700
	Contingent Bonding*	0	173,155,300	0
			<b>728,394,400</b>	<b>685,873,800</b>
Percent Change 15/17 to 17/19				<b>-17.95%</b>
<b>SE Freeway Mega</b>	State	78,693,900	36,546,900	27,266,900
	Federal	190,106,200	78,053,100	94,733,100
	GO Bonding-Trans Funds	151,200,000	0	0
	Go Bonding-Gen Fund	0	300,000,000	0
			<b>420,000,100</b>	<b>414,600,000</b>
Percent Change 15/17 to 17/19				<b>-70.57%</b>
<b>Maintenance</b>	<i>Highway Mgmt/Ops, Routine Maintenance and State-owned Lift Bridge</i>			
	State	462,682,200	513,568,800	577,308,800
	Federal	2,205,000	2,205,000	2,205,000
		464,887,200	515,773,800	579,513,800
	<i>ITS and Traffic Signals</i>			
	State	20,000,000	20,000,000	20,000,000
	Federal	0	0	6,000,000
		20,000,000	20,000,000	26,000,000
	<b>Total Maintenance</b>	<b>484,887,200</b>	<b>535,773,800</b>	<b>605,513,800</b>
	Percent Change 15/17 to 17/19			
<b>High-Cost State Bridge</b>	State	1,000,000	0	0
	Federal	25,000,000	0	0
	Bonding	200,000,000	16,800,000	0
		<b>226,000,000</b>	<b>16,800,000</b>	<b>0</b>
Percent Change 15/17 to 17/19				<b>-100.00%</b>
<b>Major Interstate Bridge</b>	GO Bonding-Trans Funds	0	20,000,000	0
		<b>0</b>	<b>20,000,000</b>	<b>0</b>
Percent Change 15/17 to 17/19				<b>-100.00%</b>

\*The contingent bonding provisions reduce FY 17 bonding by an estimate of the amount that FY 16 SEG revenues exceed Act 55 estimates. The Department is authorized to make a s.13.10 request to increase the Majors SEG appropriation for the same amount.

Attachment B

**Local Program Comparison**

**Current 2015-17 and Proposed 2017-19 Program Levels**

	2009-11 Biennium	2015-17 Biennium	2017-19 Biennium	2017-19 vs 2015- 17	2017-19 vs 2009- 11
LRIP - Entitlement	32,394,000	32,394,000	37,066,000	14.4%	14.4%
LRIP - Discretionary	13,672,000	23,672,000	33,000,000	39.4%	141.4%
<b>LRIP TOTAL PROGRAM</b>	<b>46,066,000</b>	<b>56,066,000</b>	<b>70,066,000</b>	<b>25.0%</b>	<b>52.1%</b>
GTA Counties	202,020,500	196,800,400	212,667,400	8.1%	5.3%
GTA Municipalities	639,535,500	642,521,000	672,639,500	4.7%	5.2%
<b>GTA TOTAL PROGRAM</b>	<b>841,556,000</b>	<b>839,321,400</b>	<b>885,306,600</b>	<b>5.5%</b>	<b>5.2%</b>
<b>Local Bridge Program (SEG)</b>	<b>16,918,400</b>	<b>16,935,400</b>	<b>21,935,400</b>	<b>29.5%</b>	<b>29.7%</b>

**Local Road Improvement Program (LRIP)**

Local Roads Improvement Program (LRIP)	2009-11 Biennium	2015-17 Biennium	2017-19 Biennium	2015-17 vs 2017- 19	2009-11 vs 2017- 19
<b>Entitlement Program</b>	<b>32,394,000</b>	<b>32,394,000</b>	<b>37,066,000</b>	<b>14.4%</b>	<b>14.4%</b>
<i>County</i>	13,29,420	13,929,420	15,938,380	14.4%	
<i>City/Village</i>	9,232,290	9,232,290	10,563,810	14.4%	
<i>Town</i>	9,232,290	9,232,290	10,563,810	14.4%	
<b>Discretionary Program</b>	<b>13,672,000</b>	<b>23,672,000</b>	<b>33,000,000</b>	<b>39.4%</b>	<b>141.4%</b>
<i>County</i>	10,254,000	10,254,000	11,000,000	7.3%	
<i>City/Village</i>	1,953,000	1,953,000	10,000,000	412.0%	
<i>Town</i>	1,465,000	11,465,000	12,000,000	4.7%	
<b>Total Program</b>	<b>46,066,000</b>	<b>56,066,000</b>	<b>70,066,000</b>	<b>25.0%</b>	<b>52.1%</b>

**General Transportation Aids (GTA)**

General Transportation Aids (GTA)	2009-11 Biennium	2015-17 Biennium	2017-19 Biennium	\$ Increase over 2015-17	2015-17 vs 2017-19	2009-11 vs 2017-19
<b>Counties</b>	<b>202,020,500</b>	<b>196,800,400</b>	<b>212,667,400</b>	<b>15,867,000</b>	<b>8.1%</b>	<b>5.3%</b>
<b>Municipalities</b>	<b>639,535,500</b>	<b>642,521,000</b>	<b>672,639,200</b>	<b>30,118,200</b>	<b>4.7%</b>	<b>5.2%</b>
<i>City/Village</i>	378,042,532	365,659,344	388,740,170	23,080,826	6.3%	2.8%
<i>Town</i>	261,492,918	276,861,656	283,899,030	7,037,374	2.5%	8.6%

**Attachment C**

**Statutory Modification Index**

**PROGRAM 1: AIDS**

Change Transit Operating Appropriation to Continuing from Annual  
Change Lift Bridge Aids Appropriation to Continuing from Biennial

**Program 2: Local Transportation Assistance**

Change Railroad Crossing Improvement Appropriation from SEG to PR  
Modify TEA program to include Intermodal Transfer Facility  
Specify LRIP-Discretionary costs may not exceed 60 percent of eligible costs

**PROGRAM 3: STATE HIGHWAY FACILITIES**

CDL Uniformity  
Modifications to Intelligent Transportation Systems and Traffic Control Signals Appropriation Language  
Specific Information Sign Program Updates  
Highway System Management and Operations Appropriations Language Modification  
Increase Statutory Limit for Transportation Revenue Bonding  
Enumerate I-94 East-West  
Eliminate Completed Enumerated Major Projects  
Expand Statutory Purpose for Transportation Revenue Bonding  
CDL Uniformity / Elimination of "Registered Weight" Provision  
Radiological Material Shipment Permitting  
Weight Allowances for the Transportation of Milk Products  
Weight Changes Involving Idle Reduction Technology and Natural Gas Powered Vehicles  
Simplify Oversize/Overweight Permits Related to Garbage, Refuse and Recyclable Scrap  
Federal and State Relocation Program Compliance  
Construction Manager/General Contract Pilot

**PROGRAM 4: GENERAL TRANSPORTATION OPERATIONS**

Creation of a PR Appropriation for the Milwaukee Intermodal Station

**PROGRAM 5: MOTOR VEHICLE SERVICES AND ENFORCEMENT**

Revision of a PR Appropriation for MACH IT Support  
Increase the Minimum Forfeiture for Seatbelt Violations  
Establish Minimum Forfeitures for Inattentive Driving as well as Texting and Driving  
Increase Threshold for Reporting Property Damage Crashes  
Authorize Private Inspectors to Conduct Inspections of Salvage Vehicles  
Specify Method of Correspondence  
Eliminate in-person Administrative Suspension Hearings  
Third-party Skills Test Waiver – Pilot  
Authority to Collect Odometer Data  
Eliminate Safety Responsibility Program  
Alternative Registration Program  
Transfer Intrastate Motor Carrier Authorities to Heirs

10/11/16