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# 2013-15 Biennial Budget Highlights 2013 Wisconsin Act 20



Wisconsin Department of Transportation  
Office of Policy, Budget and Finance

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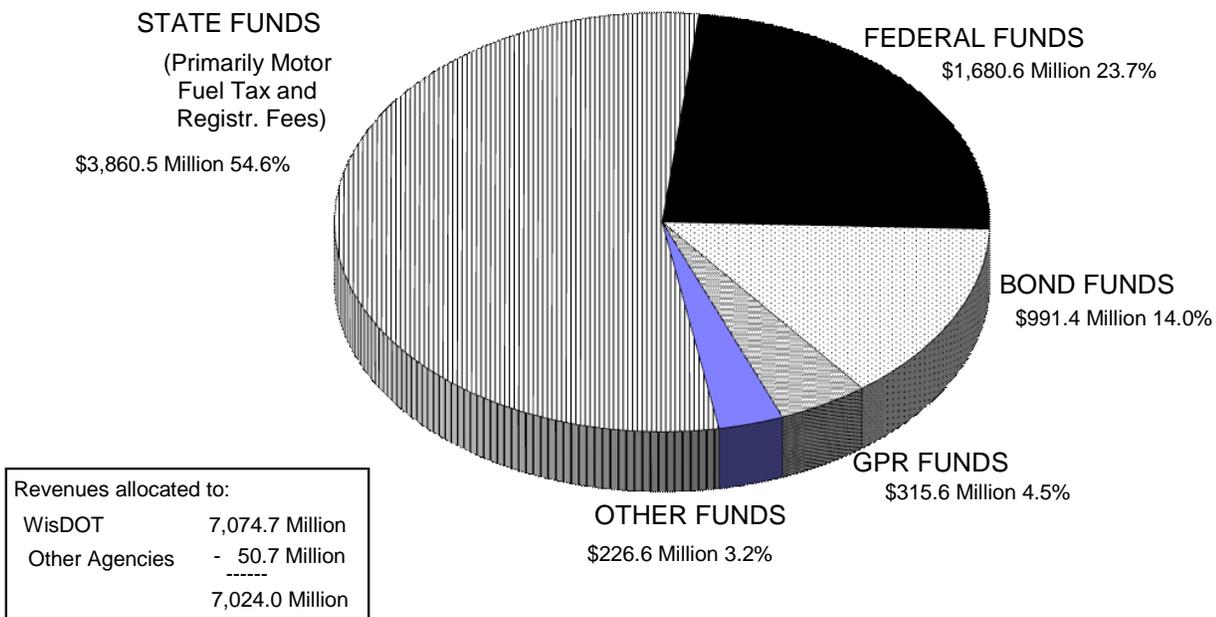
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## REVENUE SOURCES

The chart below illustrates the Wisconsin Department of Transportation’s revenue sources in four categories: State Funds, Federal Funds, Bond Funds, and Other Funds. State motor fuel taxes, vehicle registration and driver license fees comprise the majority of state transportation revenues. Other funds include program revenue and local revenue.

### 2013-15 TRANSPORTATION REVENUE SOURCES TOTAL BUDGET \$7.024 BILLION

*2013 Wisconsin Act 20*



The budget:

- Does not increase state motor fuel taxes or vehicle registration fees.
- Contains \$133.3 million in one-time transfers from the General Fund to the Transportation Fund, in addition to the current law, annual transfer of 0.25% of General Fund taxes that began in FY 13:
  - \$25.8 million to partially restore funding previously transferred from the Transportation Fund to the General Fund.
  - \$107.5 million to fund mass transit operating assistance.

- Provides two annual transfers of \$16 million (\$32 million for the biennium) from the Petroleum Inspection Fund to support the Transportation Fund. This is in addition to the current law, annual \$6.3 million transfer which began in 2004-05.
- Increases total borrowing from the 2011-13 level of \$764.6 million to \$991.4 million, a 29.7% increase.
  - Bond proceeds will make up 29.7% of all Highway Improvement Program funding in the 2013-15 biennium, compared to 25.4% in 2011-13.
  - Debt service paid from the Transportation Fund is estimated at \$302.9 million in FY 14 and \$333.6 million in FY 15. Debt service paid from the General Fund is estimated at \$176.7 million in FY 14 and \$138.9 million in FY 15.
- Assumes a decrease in federal funds for three programs: (1) \$9 million reduction for Rail Passenger Service; (2) \$12.4 million reduction for Transportation Alternatives; and (3) \$900,000 reduction for the Congestion Mitigation and Air Quality Program.
- Permits the Department to enter into sponsorship agreements with a public or private entity, under which the Department displays advertising, promotional or sponsorship material, in exchange for the sponsor's payment of fees or provision of services to the Department.
- Authorizes the Department to charge users of the Department's surveying reference station system a fee for access to the system, in an amount established by rule.
- Increases penalties assessed for violations of road and bridge weight limits and for exceeding weight limits established by permits.
- Modifies the formula for the calculation of the fuel tax transfer from the Transportation Fund to the snowmobile account of the Conservation Fund beginning in FY 14. The transfer is projected to increase \$961,000 over the 2013-15 biennium.
- Increases the OWI driver improvement surcharge by \$70.
- Establishes a sum sufficient appropriation in the General Fund for a transfer to the Transportation Fund in the amount of disaster aid payments exceeding \$1 million for any single event. The transfer is estimated at \$9 million in FY 15.

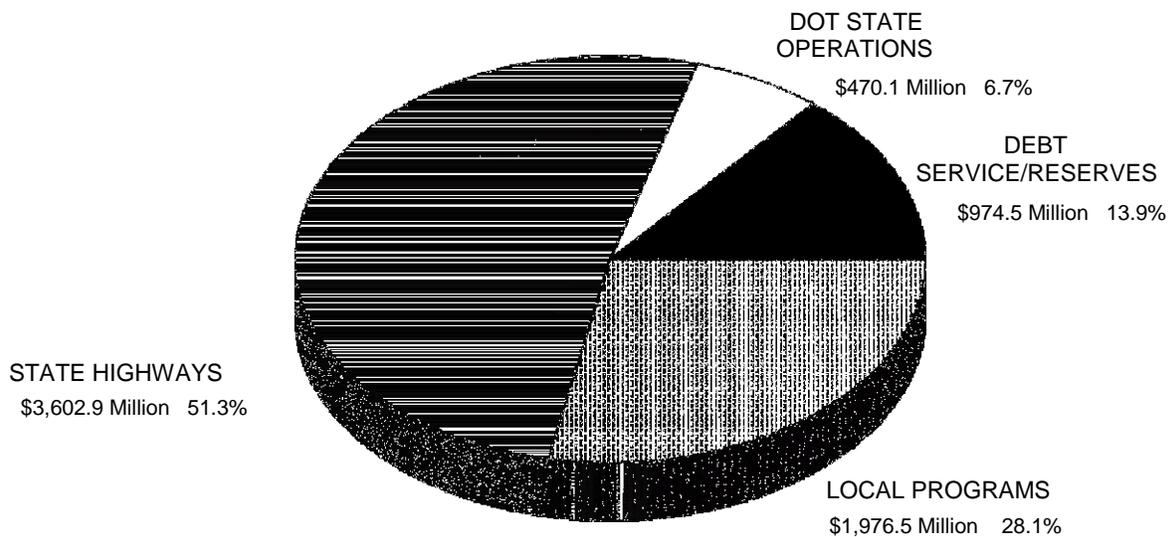
## EXPENDITURES

The chart below illustrates the Department's expenditure authority in four categories: State Highways, Local Programs, Debt Service and Reserves and DOT Operations.

### 2013-15 TRANSPORTATION BUDGET ALL FUNDS

TOTAL BUDGET \$7.024 BILLION

*2013 Wisconsin Act 20*



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## STATE HIGHWAY PROGRAMS

### State Highway Rehabilitation (SHR)

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

The 2013-15 biennial budget includes a 2.2% decrease in SHR funding from \$1.636 billion in the 2011-13 biennium to \$1.601 billion in the 2013-15 biennium. The budget provides \$801.9 million in SEG funds and \$795.4 million in FED funds.

Bond proceeds will not be used during the 2013-15 biennium for any SHR projects.

The budget specifically requires that construction begin no later than December 31, 2015 on two projects in Fond Du Lac County: (1) a grade-separated interchange at CTH V and USH 151; and (2) a grade-separated crossing of CTH T over USH 151.

### Major Highways

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

- Projects with a total cost threshold of \$30 million.
- Projects with a cost of at least \$75 million that does not meet the other statutory requirements defining a major highway project. For example, projects on the southeast Wisconsin freeway system with a cost between \$75 million and \$500 million will be funded through the Major Highway Program.

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 budget reduces Majors Program funding by 2%, from \$743 million in the 2011-13 biennium to \$728 million in the 2013-15 biennium. SEG funds over the biennium will total \$167.2 million. FED funds over the biennium will total \$156.5 million. Transportation Revenue Bond (TRB) proceeds will total \$404.6 million over the biennium. The budget:

- Allows consideration of capacity options in the environmental design process for the I-94 East/West project in Milwaukee County. In addition, pre-engineering and design costs can be funded from the Major Highway program, if costs exceed \$500 million.
- Deletes several enumerated projects that have been completed.
- Reduces the design “shelf” requirement for highway project designs from 65% to 30%.
- Requires the Department to begin an Environmental Impact Statement in the 2013-15 biennium for a proposed major highway project on USH 12 from Elkhorn to Whitewater in Walworth County.

### **Southeast Wisconsin Freeway Megaprojects**

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 and the Zoo Interchange. Under this program:

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

The budget provides \$231 million in total funding for the megaprojects program in FY 14 and \$286 million in FY 15. This total includes \$107 million in Transportation Fund-supported General Obligation (GO) bonds and \$200 million in General Fund-supported GO bonds. Specifically, the SE Megaprojects budget includes:

- \$31 million in FY 14 for the I-94 North-South freeway project between the Illinois state line and the Mitchell Interchange in Milwaukee, a distance of about 35 miles. This level of funding will delay the reconstruction of the Ryan Road interchange in Milwaukee County. The Highway 20 interchange in Racine County will remain in the Department's schedule for the current biennium.
- \$200 million in FY 14 and \$286 million in FY 15 for the reconstruction of the Zoo Interchange in western Milwaukee County. At this level of funding the Department will be able to maintain its schedule for the project with completion expected in 2018.

### **High Cost Bridge Construction**

This program funds construction and rehabilitation of bridges and approaches on a state highway that has an estimated cost exceeding \$150 million. The only project in the High Cost State Bridge program is the reconstruction of the Hoan Bridge and related approaches in Milwaukee County.

Total funding of \$226 million is provided in the 2013-15 biennium, including \$200 million in proceeds from Transportation Fund-supported GO bonds. Additional costs in excess of \$226 million, up to \$10 million, can be charged to the Southeast Wisconsin Freeway Megaprojects program, SHR, or the Majors program.

### **State Highway Maintenance & Traffic Operations**

This program is responsible for ensuring year-round mobility by providing routine maintenance, repair, operation, and preservation services on the STH system. Routine maintenance activities include but are not limited to repairing potholes, removing snow, applying salt, controlling vegetation, maintaining rest areas and waysides and installing and maintaining pavement markings. Many of these activities are performed by counties under contract with the Department.

This program also funds traffic operations such as signal installation and maintenance; highway lighting and signing and communications network hardware, software and operations to ensure safety and convenience to the traveling public.

The budget provides an increase of \$2.5 million SEG in FY 14 and \$50 million SEG in FY 15 over the adjusted base budget level. Total funding for the 2013-15 biennium is \$488.7 million, compared to \$426.2 million in 2011-13.

### The budget:

- Creates a continuing appropriation for installation, replacement, or rehabilitation of traffic signals and intelligent transportation systems. The new appropriation sunsets June 30, 2019 and the Department is required to report to the Legislature annually, starting in 2014, on its use of these funds. Funding is established at \$10 million annually. The SEG appropriation for SHR is reduced by a corresponding \$10 million annually.
- Specifies that the Department may enter into an agreement with counties and municipalities for the maintenance of state highways (within or beyond the limits of the county or municipality) under which the payment method and terms differ from a prior statutory law requirement that such payments be based on the county's or municipality's actual costs.
- Modifies the definition of highway improvement in s. 84.06(1) Wis. Stats. to include activities that are life-cycle or investment driven and are based on an asset management philosophy in which taking action adds service life by delaying deterioration.

The budget permits the Department to enter into sponsorship agreements that provide a mechanism to fund some highway maintenance and traffic operations responsibilities. As such, the budget creates a continuing program revenue appropriation and authorizes the Department to receive and expend revenue generated from private or governmental sponsorship agreements. In return, the sponsor will receive recognition of its sponsorship through the placement of signage on a state highway or roadside facility; placement of its logo on a state product, equipment or website; or through mutually agreed arrangements.

### State Highway Program Delivery

Department staff are responsible for designing and overseeing a wide range of transportation infrastructure projects including construction, repair and rehabilitation of state highways, bridges and related structures. Due to position reductions and growth in the size of the highway program, the Department has increasingly relied on private consultants to provide design and construction management previously done by permanent staff. As such, the budget:

- Creates 180.0 highway engineer and related technical positions to increase the depth and range of staff engineering expertise, improve the Department's ability to provide design and construction oversight on transportation projects, and reduce highway delivery costs. This initiative provides no additional funding; instead, the Department will reallocate a portion of its existing budget authority currently used for consultant contracts in the SHR program, with an anticipated savings of \$5.5 million annually.
- Requests that the Joint Legislative Audit Committee direct the Legislative Audit Bureau to conduct an analysis of the processes used by the Department for the selection of consultants for transportation engineering services, the oversight of consultant work, and the payment of consultants for services.
- Modifies a current law requirement that the Department perform a cost-benefit analysis for each proposed engagement of engineering services with an estimated cost of more than \$25,000, to those with an estimated cost of \$300,000 or more.

### **Height Modernization Program Funding**

The Height Modernization (Height Mod) system uses survey monuments and computerized reference stations to generate surveying information used in the design, construction and maintenance of highways, in tracking groundwater and surface water movement, for precise agricultural positioning, and in mapping. The program has about 1,000 system users; 78% private entities and 22% public. The budget creates a PR continuing appropriation with \$470,000 in annual expenditure authority and authorizes the Department to charge Height Mod system users a fee in FY 15 to fund system upgrades and maintenance. The fee will be set by administrative rule.

### **State Map Printing**

The budget deletes a statutory provision that restricts the Department to publishing folded highway maps in only one year of each biennium and permits printing of the map as often as the Department deems necessary. The budget also removes outdated language relating to printing technology and modifies current law to permit the Department to charge a fee for the use of map data instead of permitting the Department to share the data "in consideration of a fair fee."

### **Community Sensitive Solutions Policy**

In general, the budget prohibits the Department from spending more than 1.5% of the project costs of any highway improvement project on elements that the Department determines are primarily related to the aesthetic preferences of the communities adjacent to the project, unless expenditures in excess of 1.5% of project costs are reimbursed by another party.

### **Other Miscellaneous Highway Program Changes**

The budget includes miscellaneous changes affecting various aspects of the state highway program:

- Specifies that bakery items are included among the types of food that are counted toward the minimum food sales required for an establishment to qualify for placement of a Specific Information Sign.
- Classifies as personal property for tax purposes, off-premises advertising signs.
- Designates the route of STH 35 in Crawford County from the Village of Ferryville to the City of Prairie du Chien as the Governor Patrick Lucey Highway, and directs the Department to erect and maintain appropriate signs commemorating the highway.
- Provides that a municipality or county may, by ordinance, allow the operation of golf carts on any highway that has a speed limit of 25 miles per hour or less and that is located within the territorial boundaries of the municipality or county, as applicable.
- Requires the Department of Natural Resources to promulgate administrative rules establishing uniform statewide standards for construction site erosion control and storm water management. This includes standards established in cooperation with the Department of Transportation for activities related to erosion control and storm water management related to construction activities. Municipal storm water management ordinances that are stricter than the statewide uniform standards are only permitted for certain specific purposes.

*Attachment 1 provides a summary of funding for the State Highway Program.*

## LOCAL AID PROGRAMS

### **General Transportation Aids (GTA)**

These funds are distributed to local governments to partially offset the cost of maintaining and improving local roads and streets.

The Department's budget provides \$814.2 million in funding for the biennium, including a 4% increase in aids payments beginning in calendar year 2015.

The budget also provides \$744,600 to redesign the Department's transportation aids management system.

### **Local Road Improvement/Highway and Local Bridge Improvement Assistance**

The Local Transportation Facility Improvement Assistance Program (STP-Urban, STP-Rural, LRIP) is a reimbursement program that assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The Department's budget provides \$281.9 million in total biennial funding. This represents a 1.3% increase over the 2011-13 biennium.

The Local Bridge program allocates federal and state funds to complete a variety of improvements to federal-aid-eligible local bridges. The budget maintains funding of \$83.3 million over the biennium.

### **Special Highway Aids**

Special Highway Aids includes the following programs: Connecting Highway Aids, Lift Bridge Aids, Flood Damage Aids, County Forest Roads and Expressway Policing Aids. The Department's budget provides \$32 million in funding over the biennium for Special Highway Aids.

The budget amends and renames the Flood Damage Aids Program to the Disaster Damage Aids Program. This new program includes damage to roads caused by all natural disasters and damage caused by responses to natural disasters. The budget:

- Increases the base funding for the Disaster Damage Aids Program by \$400,000 each year, from \$600,000 to \$1 million.
- Prohibits the Department from paying aid in excess of \$1 million in connection with damages resulting from a single disaster, unless the payment is approved by the Governor.
- Establishes a sum sufficient appropriation from the General Fund for a transfer to the Transportation Fund equal to the amount of disaster aid payments made in the biennium in excess of \$1 million for any single disaster event. The transfer is estimated at \$9 million GPR in 2014-15.

## **Transit**

These funds are distributed to public transit and shared ride taxi operators. The budget:

- Provides an additional \$250,000 annually for supplemental paratransit aids.
- Provides a 4% increase in mass transit operating assistance in calendar year 2015.
- Provides a one-time transfer of \$107.5 million in FY 15 from the General Fund to the Transportation Fund to fund mass transit operating aids.
- Transfers \$69,400 in FY 14 and \$277,700 in FY 15 from transit Tier C to Tier B to reflect the movement across tiers of systems in Hartford and West Bend resulting from the 2010 census.

## **Elderly and Disabled Transportation Aids**

These funds are distributed to counties and non-profit service providers to support the continued mobility of elderly and disabled populations. The Department's budget provides \$33.8 million of total funding over the biennium for Elderly and Disabled Transportation Aids.

## **Aeronautics**

The Department's budget provides \$258.4 million in total biennial funding for general aviation and commercial airports.

## **Rail**

The budget provides \$39.3 million in total biennial funding for rail, including \$11.5 million for rail service assistance, \$14.5 million for railroad crossing assistance, and \$13.3 million for the Passenger Rail Assistance Program. In addition, the budget provides \$52 million in GO bonding authority for the Freight Railroad Preservation Program.

## **Harbors**

To maintain and upgrade harbors within the state boundaries, the budget provides \$1.3 million in state funding over the biennium for harbor assistance. The budget also provides \$15.9 million in GO bonding authority for the Harbor Assistance Program.

The budgeted amounts for harbors includes a \$5.2 million harbor assistance grant to the Town of Washington in Door County for costs associated with the dredging of the West Channel entrance to Detroit Harbor, and a grant of no more than \$700,000 to Racine County for dredging of a boat marina at the mouth of the Root River.

## **Transportation Alternatives**

The budget creates a new Transportation Alternatives Program (TAP) to replace the current Transportation Enhancements, Bicycle and Pedestrian Facilities, and Safe Routes to School programs. This mirrors changes made by the Moving Ahead for Progress in the 21st Century Act (MAP-21) at the federal level and will provide operational efficiencies through administration of one program instead of three similar and overlapping programs.

The budget provides funding of \$6.9 million FED, \$1 million SEG, and \$1.9 million LOCAL in FY 14, and \$7.1 million FED, \$1 million SEG, and \$2 million LOCAL in FY 15:

- \$1 million of annual SEG funding must be used for bicycle and pedestrian projects.
- Projects awarded grants under the previous programs will remain eligible under the new program, but must commence within one year or the award is void; unencumbered funds from the previous program(s) will be transferred to the new program.

### **Congestion Mitigation and Air Quality Improvement**

The budget provides \$28.6 million in total biennial funding for activities that employ strategies to eliminate single rider trips within air quality non-attainment areas across the state. Funding reflects a reduction of \$900,000 in FY 15.

### **Transportation Facilities, Economic Assistance and Development**

The TEA Program provides up to a 50% matching state grant 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 maximum grant award cannot exceed \$1 million. The local match can come from any combination of local, federal, or private funds or in-kind services.

The budget authorizes \$6.8 million SEG and \$7.2 million LOCAL funding for the TEA program over the 2013-15 biennium.

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## SERVICE DIVISIONS

### Division of State Patrol (DSP)

The budget provides total program funding of \$78.3 million in FY 14 and \$76.8 million in FY 15. These amounts include law enforcement, support and highway safety programs. The budget:

- Provides \$1.4 million SEG in FY 14 to allow DSP to hold a recruit class in response to existing vacancies resulting from retirements.
- Increases the variable portion of penalties assessed for violations of road and bridge weight limits and for exceeding weight limits established by permits. Trucks hauling forest products are not subject to the increased forfeitures for overweight trucks.
- Increases the OWI driver improvement surcharge and increases the percentage of surcharge revenue the state receives from 40% to 49.7%, in order to direct the surcharge increase to the state. Revenues from the surcharge increase will go to the safe-ride grant program, with the remainder available for other state programs using surcharge revenues, including the DSP chemical test section.

### Division of Motor Vehicles (DMV)

The budget provides total program funding of \$75.6 million in FY 14 and \$75.6 million in FY 15.

The budget includes \$280,000 in FY 14 and FY 15 to replace REAL ID equipment approaching the end of its lifecycle. This equipment provides secure processing of documents and issuance of REAL ID compliant driver licenses and identification cards. Examples of equipment requiring replacement include automatic document feeders; flatbed and 2-D barcode scanners; authenticators; office printers; and virtual private networking boxes. The budget also:

- Authorizes the Department to issue annual or consecutive month permits for a vehicle or a combination of vehicles transporting raw forest products or lumber if the vehicle does not violate length or weight limitations under Michigan law, and restricted to specified routes with proximity to the Michigan border.
- Authorizes the Department to provide the Department of Revenue any applicant information maintained by DOT related to ID cards, including social security numbers. This information can be provided electronically.
- Requires the Department to include, on the application form for a driver's license or identification card, a question as to whether the applicant wishes to designate an additional \$2 to support the efforts of Donate Life Wisconsin. The budget provides no specific additional funding for redesign of the various DMV application forms.

### Division of Business Management (DBM)

The budget includes \$500,000 annually in FY 14 and FY 15 for general facility maintenance and utility costs to address recent funding shortfalls. The budget also eliminates a vacant DOT facilities position and a facilities position is provided to the Department of Administration.

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## ENTERPRISE WIDE INITIATIVES

- The budget includes provisions that allow the sale of certain real properties and direct net proceeds to refund general obligation or revenue bond debt. The DOA Secretary would be allowed to adjust positions and operating budgets of affected agencies with approval of Joint Finance.
- Biennially, beginning in January 2014, each agency shall submit to DOA an inventory of all real property under its jurisdiction together with the estimated fair market value of each property. The agency shall specifically identify any underutilized assets in the inventory. No later than July 1, following receipt of the inventories, DOA shall obtain appraisals of all properties in the inventories that are identified for potential sale and shall submit to the building commission an inventory containing the location, description and fair market value of each parcel property identified for potential sale.
- The budget increases the required break in service after retirement from 30 to 75 days for new rehires. In addition, new rehires who are working more than two-thirds of full time are required to stop annuity payments, rejoin the Wisconsin Retirement System and earn additional years of service. In addition, retirees who contract directly with the Department and are expected to work at least two-thirds of full time must also stop annuity payments for the duration of the contract.
- The budget authorizes DOA to work with the information technology executive steering committee to proceed with technology infrastructure services consolidation through a memorandum of understanding with executive agencies. These agreements can be formalized in the 2015-17 biennial budget.
- The budget establishes expenditure authority and modifies appropriation language to facilitate the development of a self-funded portal. This portal will provide one-stop business functionality, but will also provide a mechanism to streamline and modernize other services and data that the state provides through the Internet.
- The budget includes a number of wellness related initiatives for state employees, including:
  1. Requiring the Group Insurance Board to offer a health care coverage option that consists of a high-deductible health plan coupled with a health savings account.
  2. Developing a wellness and biometric screening program to allow employees to obtain baseline information about their current health condition.
- The budget requires ETF and OSER to study the feasibility of excluding spouses or domestic partners from state employee health insurance coverage if the spouse or domestic partner has health insurance available through his or her employer. This would include an incentive payment of \$2,000 to state employees that opt to not take state health insurance coverage. The study and recommendations must be reported to the Governor and Joint Finance by June 30, 2014.

- The budget does not provide a specific GPR-funded appropriation for the Enterprise Resource Planning (ERP) system. Instead, all existing IBIS appropriations will be renamed to ERP system appropriations.
- The budget provides \$146.6 million in additional funding to replace the Hill Farms building. Total project funding, including initially authorized funds in the 2007-09 building program, is \$196.6 million. However, the DOA Secretary is to reduce \$250 million in GO bonds for newly enumerated projects. It is unknown how the administration will prioritize which projects move forward.

**Links:**

2013 Wisconsin Act 20:

<https://docs.legis.wisconsin.gov/2013/related/acts/20>

Wisconsin Department of Transportation MAPSS Performance Improvement Program:

<http://www.mapss.wi.gov>

Highway Program Funding - Historical Comparison, Act 20 Final

Attachment 1

		2009-11 Biennium	2011-13 Biennium	2013-15 Biennium
<b>SHR</b>	State	576,907,300	639,712,400	801,947,200
	Federal	641,392,700	796,553,000	795,364,400
	Federal - ARRA	60,371,900	0	0
	Local	4,000,000	4,000,000	4,000,000
	GO Bonds - Trans Fund	60,000,000	81,000,000	0
	GO Bonds - Gen Fund	<u>204,712,200</u>	<u>115,351,500</u>	<u>0</u>
		1,547,384,100	1,636,616,900	1,601,311,600
	Percent Change 11-13 to 13-15			<b>-2.2%</b>
<b>Majors</b>	State	194,137,900	222,616,800	167,235,400
	Federal	157,386,200	156,527,000	156,527,000
	Federal - ARRA	17,193,800	0	0
	TRB Bonding	301,443,200	314,443,200	404,632,000
	GO Bonds - Trans Fund	50,000,000	50,000,000	0
	GO Bonds - Gen Fund	<u>0</u>	<u>0</u>	<u>0</u>
		720,161,100	743,587,000	728,394,400
	Percent Change 11-13 to 13-15			<b>-2.0%</b>
<b>SE Freeways Mega 11-13</b>	State	128,245,200	78,693,900	36,893,800
	Federal	219,464,400	190,106,200	173,106,200
	Federal - ARRA	13,822,900	0	0
	GO Bonds - Trans Fund	250,250,000	151,200,000	107,000,000
	GO Bonds - Gen Fund	<u>0</u>	<u>0</u>	<u>200,000,000</u>
		611,782,500	420,000,100	517,000,000
	Percent Change 11-13 to 13-15			<b>23.1%</b>
<b>Maintenance &amp; Traffic Ops.</b>	State	389,078,000	420,214,800	462,682,200
	Federal	2,205,000	2,205,800	2,205,000
	Local	<u>3,800,000</u>	<u>3,800,000</u>	<u>3,800,000</u>
		395,083,000	426,220,600	468,687,200
	Percent Change 11-13 to 13-15			<b>10.0%</b>
<b>Intelligent Transportation Systems and Signals</b>				
	State	0	0	20,000,000
	Federal	0	0	-
	Local	<u>0</u>	<u>0</u>	-
		0	0	20,000,000
<b>High-Cost STH Bridge</b>	State	0	0	1,000,000
	Federal	0	0	25,000,000
	Bonding	<u>0</u>	<u>0</u>	<u>200,000,000</u>
		0	0	226,000,000
Total			3,226,424,600	3,561,393,200
	Percent Change 11-13 to 13-15			<b>10.4%</b>
Total Improvement Program (No Maintenance)			2,800,204,000	3,072,706,000
	Percent Change 11-13 to 13-15			<b>9.7%</b>
Total Bonding			711,994,700	911,632,000
	Percent Change 11-13 to 13-15			<b>28.0%</b>

