

Key Points

Wisconsin Department of Transportation 2017-19 Biennial Budget: Wisconsin Act 59

This internal document summarizes the final 2017-19 biennial budget act passed by the Legislature and signed by the Governor September 21, 2017. It describes major initiatives and funding issues for the Department, but is not a comprehensive listing of all items contained in the budget act. Please contact your OPFI analyst with any questions.

Revenue

The budget as enacted assumes modest natural growth from existing motor vehicle fuel taxes and vehicle registration fees compared to the 2015-17 biennium.

The budget act:

- Creates a \$75 fee for hybrid-electric and a \$100 fee for electric vehicles, effective January 1, 2018. However, revenue from hybrid-electric vehicles cannot be collected as planned due to language in the final budget act limiting the fee to hybrid-electric vehicles with batteries with more than 4 kilowatts capacity. DMV cannot identify this subset of hybrid electric vehicle by VIN number and is consequently only able to collect fees from fully electric vehicles. Fee revenue is anticipated to be \$90,500 in 2017-18 and \$306,000 in 2018-19. Original revenue collection, which included all hybrid-electrics registered in Wisconsin, was projected to be \$2.6 million in 2017-18 and \$5.8 million in 2018-19.
- Continues the current law annual transfer of 0.25% of General Fund taxes to the Transportation Fund, estimated at \$81.8 million for the biennium.
- Includes two annual transfers of \$24 million (\$48 million over the biennium) from the Petroleum Inspection Fund (PIF) to support the Transportation Fund and continues the current law annual transfer of \$6.3 million.
- Requires the transfer of the unencumbered balance of the PIF to the Transportation Fund, beginning on June 30, 2020, and on June 30 of each subsequent fiscal year, except for an amount equal to not less than 5% of the gross revenues received by PIF during the fiscal year in which the transfer is made.
- Authorizes \$150,000,000 in bond funds. A bonding comparison is provided below:

	<u>2013-15 Biennium</u>	<u>2015-17 Biennium</u>	<u>2017-19 Budget Bill</u>
Transportation Revenue Bonds			
Major Highway Program	404,632,000	169,012,200	114,820,000
Administrative Facilities	11,880,000	11,880,000	9,080,000
General Obligation Bonds			
State Highway Rehabilitation	0	0	0
SE Freeway Megaprojects**	307,000,000	300,000,000	0
High Cost/Major Interstate Bridge	200,000,000	36,800,000	0
Freight Rail Program	52,000,000	29,800,000	12,000,000
Harbor Assistance Program	15,900,000	13,200,000	14,100,000
Contingent Bonding*	0	305,227,600	0
Total Bonding Authorized	991,412,000	865,919,800	150,000,000

*The contingent bonding provisions reduce FY17 bonding by the amount that FY16 SEG revenues exceed Act 55 estimates.

**Act 58 relating to the creation of an electronics and information technology manufacturing zone provides \$252,400,000 in GPR debt service supported general obligation bonds for the North South freeway project.

Debt Service

- Transportation Fund-Supported GO Bonds - Estimated transportation fund-supported debt service on previously authorized bonds and the bonds authorized in the biennium would total \$380.2 in 2017-18 and \$398.4 in 2018-19.
- General Fund-Supported GO Bonds - The budget would not authorize new general fund-supported bonding for transportation purposes. DOA's reestimate of existing general fund-supported debt service on bonds for transportation purposes is \$126.6 million in 2017-18 and \$116.6 million in 2018-19.
- Revenue bonds - The budget reestimates revenue bond debt service at \$224.9 in 2017-18 and \$223.7 in 2018-19.

Departmentwide

Lapse and Position Reduction

- 200 position reduction - The Department is required to eliminate 100 SEG positions in FY18 and 100 additional SEG positions in FY19.
- Management consultant elimination – The budget requires that management consultant contracts in the local program be eliminated to the extent needed to contribute to the lapse of \$13 million in each year (see next bullet).
- Lapses – The budget requires a lapse of \$13 million in FY18 and FY19 from the appropriations that fund the eliminated positions, the management consultant contracts and accrued overtime savings needed to accomplish the lapse amount.
- Surplus lands sales lapse – The Department is required to lapse \$3.3 million in FY18 and \$700,000 in FY19 from the operating budget supplement appropriation, 469. This appropriation receives revenue from surplus land sales that exceed the \$2.75 million annually. Under current law, the first \$2.75 million in sales revenue each year goes to the Transportation Fund and subsequent revenues are deposited to 469. The effect of this provision is that \$6.05 million of revenue in FY18 and \$3.45 million in FY19 will be unavailable for Department use.
- By January 1, 2019 the budget requires the Department to submit a report to the Joint Committee on Finance identifying the position reductions and management consultant contracts eliminated and the associated appropriations that are being reduced to accomplish the lapses in each year.

HR Shared Services - The budget transfers 52.68 FTE positions (48.38 SEG and 4.30 FED) and the incumbents in those positions to the Department of Administration in FY19 to create a human resources shared services program within the Division of Personnel Management in DOA. This is part of a consolidation of human resources, payroll and benefits of most executive branch agencies. The incumbents in the positions would continue to be housed in DOT. Funding would not be reduced in DOT's budget, but would be reallocated to supplies and services to fund the Department's payment of shared services assessments to DOA.

State Highway Program

Attachment A compares Highway Program funding with funding provided in the last two biennial budgets.

SE Wisconsin Freeway Megaprojects (SE Freeways)

The budget act provides \$101,181,500 over the biennium in the SE Freeways program. In addition, Act 58 relating to the creation of an electronics and information technology manufacturing zone (Foxconn) provides \$252,400,000 in GPR debt service supported general obligation bonds for the North South freeway project.

During 2017-19, the budget prohibits using funding from any source, including let savings, for the North Leg of the Zoo Interchange project between Swan Boulevard and Burleigh Street in Milwaukee County.

Major Highway Program (Majors)

The budget provides \$563,700,000 in total funding over the biennium for the Majors program.

The budget act also removes completed projects from the statutory enumeration list, including USH 53, the Rock County transportation plan, STH 64 and USH 12.

State Highway Rehabilitation (SHR)

The budget provides \$1,619,432,400 for the SHR program during the biennium in segregated and federal funding. No bonding is provided.

St. Croix Crossing Project

The budget provides \$8,000,000 SEG in FY18 to complete construction on the bridge. Minnesota is the lead state on this project.

Highway Maintenance and Operations

The budget provides an additional \$16,000,000 SEG in FY18 and \$13,977,000 SEG in FY19 for epoxy 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.

Routine Highway Maintenance

The budget authorizes an additional \$15,366,500 SEG in FY18 and \$18,366,500 SEG 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.

DTSD Operational efficiencies

The budget specifies a reduction of \$150,000 in each year in the highway program administration and planning funding (appropriation 369). The Governor's budget narrative identified the intent as a reduction in state highway map printing.

Highway Program Related Statutory Provisions:

- Segregated Funds Swap –
 - Act 59 directs the Department to study the effects of consolidating state moneys in the surface transportation program and replacing these funds with federal moneys from the state highway program.
 - It authorizes the Department to make transfers between state and federal funds within the highway program. The original language pertained to studying an exchange of federal and state funds between the local program and the state highway program. A partial veto of the language resulted in potentially more flexibility for the Department.
 - A new local program state-funded appropriation is created in the local program (see the Local Program section entry).
- STH 23 – The budget requires that the Department reserve the first \$19.4 million in let savings in the Majors program for work on STH 23 in 2017-19. If these let savings are not used on STH 23 by January 1, 2019, they may be used on other Major program projects.
- STH 23 Rehabilitation work – The budget requires the Department to conduct rehabilitation work on STH 23 in Sheboygan County and Fond du Lac County in the 2017-19 biennium.

- Intelligent Transportation System (ITS) and Traffic Control Signals Appropriation Continuation - The budget extends the sunset of the ITS and Traffic Control Signals appropriation from June 30, 2019 to June 30, 2021.
- Prevailing Wage - The budget repeals the state's prevailing wage requirement in its entirety. Under current state law, the prevailing wage for labor on state highway improvement projects is generally equivalent to the federal Davis Bacon Act prevailing wage provision. Under state law as modified by the budget act, there is no state prevailing wage. However, the Davis Bacon Act continues to apply to federally funded projects.
- Transportation Engineering and Construction Study – The budget directs the Department to engage an independent engineering firm that has not previously conducted business with the state to prepare a report that (a) reviews other state's engineering standards and recommends best practices; (b) analyzes the Department's project prioritization process and whether it uses reasonable assumptions; and (c) evaluates allocation of funds between the SHR, Majors and SE Megas program.
- Broadband Infrastructure in the Right of Way Fee Prohibition – The budget modified the provisions related to installation of broadband infrastructure in the right of way as discussed in s. 86.16, Wis. Stats. If the Department consents to the use of the highway right of way for construction of broadband infrastructure in an underserved area, the Department may not charge any fee for the initial issuance of any permit necessary.
- Car-killed Deer – The budget moves the responsibility for clean-up of car killed deer on state trunk highways from the Department of Natural Resources to DOT's highway maintenance program. No additional funding is provided.
- Radiological Materials Permit Funding - The budget modified current law 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. This is a correction requested by the Department.
- Location-specific signs and signals
 - Peshtigo Fire Museum Directional Signs – The budget directions the Department to erect two tourist-oriented directional signs along USH 41 in Marinette County for the Peshtigo Fire Museum and limits the fee the department may charge to \$1,000, to be paid by the Wisconsin Historical Society.
 - Traffic Control Signals in City of Greenfield – The Department shall study the potential installation of traffic control signals at the intersection of Layton Avenue and 124th Street and report findings to the Senate and Assembly committees with jurisdiction over transportation.
 - Bergstrom Waterfowl Complex – The Department shall erect and maintain two directional signs along STH 54 to this complex, funded by contributions from interested parties. No state funds may be expended for erecting or maintaining the signs.
 - Soldiers Walk Memorial Park – The Department shall erect and maintain two directional signs along I94 at STH 95 interchange, two signs along the exit ramps in Jackson County, and two signs at the intersections of STH 95 and STH 93 in Trempealeau County. The erection and maintenance is to be funded by contributions from interested parties and no state funds are to be used.
 - Town of Lawrence – The Department shall erect and maintain two signs saying Town of Lawrence along I41 at the north and south jurisdictional boundaries of Lawrence in Brown County, funded by contributions from interested parties. No state funds may be expended for erecting or maintaining the signs.

- Shoreland Lutheran High School – The Department shall erect and maintain two directional signs along I94 at the Somers Road interchange in Kenosha County for Shoreland Lutheran High School. (There is no language specifying these signs will be funded by contributions or specifying that state funds will not be used.)
- Garbage and Refuse Permit Change – The budget authorizes DOT to issue an annual or consecutive month permit for the transportation of garbage or refuse in any of the following vehicles that exceed statutory weight and length limitations and for the return of the vehicle when empty: (a) a self-compactor equipped vehicle (as allowed under current law); and (b) a roll-off trailer equipped vehicle that uses all axles while transporting garbage or refuse. Specify that DOT may issue a permit for these vehicles for use on any highway in the state. Modify the related administrative code to include a roll-off trailer equipped vehicle that uses all axles while transporting garbage or refuse in the list of vehicles for which DOT may issue transportation of garbage or refuse permits.
- Implements of Husbandry – The budget act eliminates the January 1, 2020, sunset provisions related to weight allowances and permitting provisions applicable to implements of husbandry and agricultural commercial motor vehicles.
- Transportation of Forest Products – The budget act specifies that trucks transporting raw forest products and lumber, weighing up to 164,000 pounds with an 11-axle configuration, with no per-axle or per wheel weight limitations, notwithstanding current law restrictions, may operate year-round on the following routes: (a) the segment of STH 13 that begins at the junction of USH 2 and STH 13 and ending at Old Airport Road (near Ashland Mats) in Ashland County; and (b) STH 70 from Eagle River to the junction of STH 70 with USH 51 in Vilas County.

Local Aids/Grants Programs

General Transportation Aids (GTA) Program

- These funds are distributed to local governments to partially offset the cost of maintaining and improving local roads and streets.
- Act 59 recommends increasing GTA payments from \$98,400,200 to \$111,093,800 for counties and from \$321,260,500 to \$348,639,300 for municipalities beginning in CY18. This represents a 12.9% increase for counties and an 8.5% increase for municipalities, over CY 2017 funding levels.
- The Act also provides an increase to the mileage aid payment from \$2,202 to \$2,389 beginning in CY18.

Local Road Improvement Program (LRIP)

- 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 budget provides an increase of \$10.0 million over the biennium for LRIP. The program consists of an entitlement (formula) component and a discretionary component. For the formula component, the Act provides an increase of \$1,668,600 in each year and \$3,331,400 for the discretionary component.
- The maximum state cost share for LRIP projects funded by discretionary grants remains at 50 percent.

Local Bridge Improvement Assistance Program

- This program was established to rehabilitate and replace the most seriously deteriorating existing local bridges on Wisconsin's local highway and road systems.
- The budget provides an increase of \$10.0 million in each year.

- In addition, the budget provides a one-time transfer of \$1,025,700 SEG in FY18 from the Local Bridge Improvement Assistance Program, local funds appropriation to the Highway and Local Bridge Improvement Assistance, state funds appropriation. This action would repurpose unused funds from a discontinued grant program to the Local Bridge program.

Surface Transportation Program (STP)

- Act 59 creates a new state funded appropriation in Local Programs to provide funding for roads and highways; no funding is provided in this appropriation under the Act.
- The Act also requires the Department to study the effects of consolidating state funding in STP by swapping funding with the state highway program.
- In addition, the act allows the Department to transfer state and federal funding between the highway program.
- The Governor's Veto message indicates that the intent is to allow the Department to make reallocations of funding between all state and local program projects.

Miscellaneous Local Program Provisions

- The Act provides \$64,000 SEG in Disaster Damage Aid for the Department to make a payment to the Town of Lafayette in Chippewa County in FY 2018.
- The Act requires the Department to provide \$20,000 SEG in FY 2018 to the Village of Rib Lake from the Transportation Alternatives Program (TAP) to reimburse the Village for costs associated with designing a Safe Routes to Schools project that was rescinded.
- Act 59 prohibits an entity with the power of condemnation from using that power for establishing or extending recreational trails, bicycle ways or lanes, or pedestrian ways.

Transit and Elderly and Disabled Aid Programs

- The Elderly and Disabled County Aids program distributes funds to counties and non-profit service providers to support the continued mobility of elderly and disabled populations.
- The Act provides an increase of \$278,300 SEG in FY18 and \$562,200 SEG in FY19 for the Seniors and Individuals with Disabilities Specialized Transportation County Aids program to recognize the needs in serving one of the fastest growing demographics of the state's population.
- The budget also recommends 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 annual increase in funding will provide an additional \$13,500 to each tribal unit to meet the transportation needs of its elderly members.
- The Act prohibits a City of Milwaukee TIF district from incurring expenses related to the operation of a rail fixed guideway system (street car) in the City. The state is also prohibited from incurring any direct or indirect expenses, related to the operation of the streetcar, unless it is fully reimbursed by the City. An exemption is granted for compliance with the Federal Public Transportation Safety Program.

Volkswagen Settlement Funds

- Act 59 establishes an appropriation in the state's miscellaneous appropriations for receiving Volkswagen settlement funds, and estimates funding at \$21,000,000 in each year of the 2017-19 biennium.
- The Act specifies that funds would first be used for replacement vehicles in the state fleet that meet the requirements of the settlement's guidelines.

- The budget also allows up to \$32,000,000 in settlement funds be distributed by the Department of Administration for a competitive transit capital program that will be used in accordance with the settlement guidelines to replace public transit vehicles.
- The Governor's veto message indicates that the funding for the state's fleet has priority over the funding for the county. The provision sunsets after June 30, 2027.

Rails and Harbors

- Since 1989, Wisconsin and Illinois have provided operating support for the Hiawatha rail service line that runs between Milwaukee and Chicago. The Act recommends \$200,000 SEG in FY18 for one-time start-up costs associated with the implementation of new state-owned locomotives on the Amtrak Hiawatha rail service line.
- Act 59 also recommends \$12.0 million in GO bonding authority for the Freight Rail Preservation Program.
- The Act provides \$14.1 million in GO bonding for the Harbor Assistance Program.
- The Act provides an additional \$3.2 million SEG in FY 18 to provide a Harbor Assistance grant to Fincantieri Bay Shipbuilding in Door County for a dockwall and dredging project.

Aeronautics

- Act 59 provides \$4.0 million SEG in FY 2018 for the Department to make a grant to the City of Wisconsin Rapids for improvements to the Alexander Field in Wood County.
- The Act also provides \$1.7 million SEG in FY 2018 to the Appleton International Airport in Outagamie County for design and construction services related to an airport rescue and firefighting facility.

Division of Transportation Investment Management-Operations

- DTIM Operational efficiencies – the Act makes a \$193,900 reduction in FY18 and FY19 for contractual services.

Service Divisions

Executive Offices

- The budget removes one-time funding of \$700,000 in FY18 and \$700,000 in FY19 for a transportation fund solvency study that was required in the 2015-17 biennial budget.
- The budget transfers 1.00 FTE accountant and \$79,300 in FY18 and FY19 to the State Controller's Office to better align staffing with workload changes resulting from STAR.
- EO Operational efficiencies – the budget makes a \$201,900 reduction in FY18 and FY19 for travel, training, supplies and services and contractual services.

Division of Business Management

- The budget provides \$400,000 in FY18 and \$400,000 in FY19 to fund the management of facilities owned, leased and managed by the Department. The funding would be used to address long-standing maintenance deferrals that impact the continued efficient operation of the facilities.
- The budget transfers 1.00 FTE vacant position and \$86,100 annually to DOA for information technology and services procurement and purchasing.
- DBM Operational efficiencies -

- \$54,400 reduction in FY18 and FY19 for LTE salaries.
- \$1,234,100 reduction in FY18 and FY19 for travel, training, supplies and services and contractual services.

Division of Motor Vehicles

- Act 59 provides \$386,700 in FY18 and \$394,200 in FY19 to fund the fees charged for the use of national verification systems used by DMV in the processing of driver license and identification card applications.
- The Act transfers the authority to remit donations to the Wisconsin Women's Health Foundations and Donate Life Wisconsin from the Department of Health Services to the Department of Transportation.
- The Act requires the Department of Natural Resources (DNR) and DOT jointly develop a plan to authorize the purchase of a recreational passport during vehicle registration. The plan is to be included in DNR's 2019-21 biennial budget request.
- The Department is authorized to share information obtained through applications for certain items with the Elections Commission. The sole purpose of this information is to allow the Chief Elections Officer to comply with an agreement between the state and the Electronic Registration Information Center, Inc., related to the maintenance of interstate voting records.
- The budget allows recreational vehicle dealers to assess a fee or charge for completing any sales-related vehicle inspection or form that is required by law or rule, if the dealer makes full disclosure of the fee or charge to the retail customer.
- DMV Operational efficiencies:
 - Reduce operations funding by \$100,000 in FY18 for DMV information technology contractors.

Division of State Patrol

- The budget provides \$800,000 GPR in FY18 and creates a new GPR appropriation for DSP to purchase 500 new tactical vests and helmets.
- The budget provides \$2,750,000 GPR in the newly created GPR appropriation for 2017-18 for the purchase 500 new in-squad video cameras. This level of funding does not include the costs for cloud based storage.
- DSP Operational efficiencies - The budget reduces funding by \$1,417,300 SEG in 2017-18 to reflect the reduction of a trooper recruit class. The funding is returned to the prior level in 2018-19.
- The budget directs the transfer of responsibility for the state's interoperable public safety communications system (WISCOM) from the Department of Justice to the Department of Military Affairs (DMA) as a part of improving and enhancing the system. Currently, DSP has positions and funding for WISCOM maintenance. The budget authorizes DMA to go the Joint Committee on Finance through the s. 13.10 process to request a transfer of these maintenance positions and funding from DOT to DMA.

Enterprise-wide

- The budget provides funding for general wage adjustments for state employees of 2 percent on July 1, 2018 and another 2 percent increase on January 1, 2019. The increase needs to be approved as part of the compensation plan by the Legislature's Joint Committee on Employment Relations.
- The budget makes the following changes to domestic partner benefits:
 - Specify that individuals must apply no later than the first day of the seventh month after publication of the budget act (September 22, 2017) to form a domestic partnership under Chapter 770 of the statutes.

- Eliminate authority for the state or a local governmental unit to provide for the payment of premiums for hospital, surgical, and other health and accident insurance and life insurance for an employee's domestic partner and dependent children of an employee's domestic partner.
- Repeal the statutory declaration of policy that under current law reads: "*The legislature finds that it is in the interests of the citizens of this state to establish and provide the parameters for a legal status of domestic partnership. The legislature further finds that the legal status of domestic partnership as established in this chapter is not substantially similar to that of marriage.*"
- Discontinue the option to register a partnership under Chapter 770 beginning on the first day of the seventh month after publication of the Act, September 22, 2017. Various current law provisions that apply to Chapter 770 domestic partnerships would continue to apply to domestic partnerships that have already been registered, except for the current law provisions specified relating to public employee benefits.

Attachment A

Highway Programs Funding - Historical Comparison, 2017-19 Act 59

		13-15 Biennium	15-17 Biennium	17-19 Biennium**
SHR	State	801,947,200	627,294,500	770,604,700
	Federal	795,364,400	920,730,900	848,827,700
	G.O. Bonding – Trans Fund	0	0	0
	Contingent Bonding	0	150,000,000	0
		1,597,311,600	1,698,025,400	1,619,432,400
	Percent Change 15/17 to 17/19			-4.63%
Majors	State	167,235,400	157,965,100	73,543,900
	Federal	156,527,000	185,741,200	375,336,100
	TRB Bonding	404,632,000	169,012,200	114,820,000
	Contingent Bonding	0	155,227,629	0
		728,394,400	685,873,800	563,700,000
	Percent Change 15/17 to 17/19			-17.81%
SE Freeway Mega	State	78,693,900	36,546,900	18,148,400
	Federal	190,106,200	78,053,100	83,033,100
	GO Bonding-Trans Fund	151,200,000	0	0
	Go Bonding-Gen Fund**	0	300,000,000	** 252,400,000
		420,000,100	414,600,000	353,581,500
	Percent Change 15/17 to 17/19			-14.72%
Maintenance				
<i>Highway Mgmt/Ops, Routine Maintenance and State-owned Lift Bridge</i>				
	State	462,682,200	513,568,800	577,705,000
	Federal	<u>2,205,000</u>	<u>2,205,000</u>	<u>2,205,000</u>
		464,887,200	515,773,800	579,910,000
<i>ITS and Traffic Signals</i>				
	State	20,000,000	20,000,000	20,000,000
	Federal	<u>0</u>	<u>0</u>	<u>0</u>
		20,000,000	20,000,000	20,000,000
	Total Maintenance	484,887,200	535,773,800	599,910,000
	Percent Change 15/17 to 17/19			11.97%
High-Cost State Bridge	State	1,000,000	0	0
	Federal	25,000,000	0	0
	GO Bonding	200,000,000	16,800,000	0
		226,000,000	16,800,000	0
	Percent Change 15/17 to 17/19			-100.00%
Major Interstate Bridge	State	0	0	8,000,000
	GO Bonding-Trans Fund	0	20,000,000	-
		0	20,000,000	8,000,000
	Percent Change 15/17 to 17/19			-60.00%

**GO Bonding is included in Act 58, relating to the creation of an electronics and information technology manufacturing zone (Foxconn).

Attachment B

Local Program Comparison

	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
LRIP Biennium Total	46,066,000	56,066,000	70,066,000	25.0%	52.1%
GTA Counties	202,020,500	196,800,400	212,667,400	8.1	5.3
GTA Municipalities	639,535,500	642,521,000	683,589,200	6.4	6.9
GTA Biennium Total	841,556,000	839,321,400	896,256,600	6.8%	6.5%
Local Bridge Program (SEG) Biennium Total	16,918,400	16,935,400	37,961,100	124.2%	124.4%

Local Road Improvement Program (LRIP)

	2009-11 Biennium	2015-17 Biennium	2017-19 Biennium	2017-19 v. 2015-17	2009-11 vs 2017-19
Formula Based Allocation					
Counties	\$13,756,732	\$13,756,732	\$15,765,692	14.6%	14.6%
Municipalities	9,117,834	9,117,834	10,449,534	14.6	14.6
Towns	9,117,834	9,117,834	10,449,354	14.6	14.6
DNR Staff Support*	401,600	401,600	401,600	0.0	0.0
Total Formula Funds	\$32,394,000	\$32,394,400	\$37,066,000		
Counties	\$10,254,000	10,254,000	\$11,000,000	7.3%	7.3%
Municipalities	1,953,000	1,953,000	10,000,000	412.0	412.0
Towns	11,465,000	11,465,000	12,000,000	4.7	719.1
Total Discretionary Funds	\$13,672,000	\$23,672,000	\$33,000,000		
Biennial Program Total	\$46,066,000	\$56,066,000	\$70,066,000	25.0%	52.1%

*\$401,600 from the formula based allocated supports 3.0 positions in DNR for the environmental review of local road projects. This amount is deducted from the total prior to calculating the percentage based formula allocations shown in the table above.

General Transportation Aids (GTA)

	2009-11 Biennium	2015-17 Biennium	2017-19 Biennium	2017-19 v. 2015-17	2009-11 v. 2019-19
Total Counties	\$202,020,500	\$196,800,400	\$212,667,400	8.1%	5.3%
Total Municipalities	639,535,500	642,521,000	683,589,200	6.4	6.9
City/Village*	378,042,532	365,659,344	389,031,298	6.4	2.9
Towns*	261,492,918	27,861,656	294,557,902	6.4	12.6
Biennial Program Total	\$841,556,000	\$839,321,400	\$896,256,600	6.8%	6.5%

* Distribution between municipality types is estimated, based on distribution percentage in 2015-17. Actual distribution between municipality type will vary, once model determining distribution of aid is run.