

Obligation Plan

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In any given federal fiscal year (October 1 – September 30), the Wisconsin Department of Transportation obligates all the federal fund authority it receives.

Federal Fund Type Constraint

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) was signed by the president following passage by Congress. This represents a new multi-year reauthorization of federal surface transportation programs and funding. As of January 6, 2022, federal funding authority under the new BIL had not yet been provided to states, though multi-year apportionment estimates were made available by the Federal Highway Administration.

WisDOT's approach to programming incorporates federal funding flexibilities permitting transfer of funds between federal programs and the use of Advance Construction (AC), under which eligibility for federal funding is established to allow a project to proceed prior to obligation of federal funding. Under these provisions, specific federal fund types may be over programmed if the overall federal program in total is constrained across the four-year period.

WisDOT also reserves federal funding associated with special obligation limitation to offset over programming and to cap the amount of funding under advance construction. WisDOT's fiscally conservative standards do not allow the use of AC to exceed the level of apportionments received from FHWA. In other words, AC is used as a tool to manage the timing of obligation but not to increase the number of projects undertaken. When a project is funded with federal AC funds, WisDOT covers the federal cost-share with general transportation state funds until the funds can be obligated using available apportionments and obligation limitations. This ensures Wisconsin's commitments are fiscally constrained within a guaranteed federal reimbursement level.

Federal Fund Type Assessment

Wisconsin Estimated FFY 2022 – 2025 Federal Aid Highway Apportionments and Program Levels table lists federal apportionment balances at the end of FFY 2021, the amount apportioned for FFY 2022, and estimated apportioned amounts for FFY 2023 – 2025.

Over the past six years, WisDOT's total federal obligation limitations (including Equity Bonus) have remained relatively flat and were \$802 million in FFY 2021. The total expected federal funds available for obligation each state fiscal year is inflated beginning in FFY 2023 at 2.0% per year based on apportionment estimates in the BIL. To change the state fiscal year estimated program levels to the federally mandated year of expenditure amounts, cost estimates have been inflated 1.74% per year beginning in SFY 2023, similar to the Financial Plan table.

As a further check, the STIP is fiscally constrained over the four-year period. This ensures that revenues exist to convert all projects advanced under advance construction within the period of the STIP.

Federal Fund Type	Unobligated Balance from Previous Years (1)		FFY 2022 Apportionments (8)	SFY 2022 Estimated Program Levels		FFY 2023 Estimated Apportionments (2)	SFY 2023 Estimated Program Levels		FFY 2024 Estimated Apportionments (2)	SFY 2024 Estimated Program Levels		FFY 2025 Estimated Apportionments (2)	SFY 2025 Estimated Program Levels		Total FFY 2022-2025 Estimated Apportionments (3)	Total SFY 2022-2025 Estimated Program Levels
Apportioned Funds																
National Highway Performance Program	\$ 16,696,508		\$ 462,809,389	\$ 277,706,899		\$ 462,809,389	\$ 523,630,603		\$ 462,809,389	\$ 545,622,523		\$ 462,809,389	\$ 376,587,304		\$ 1,851,237,556	\$ 1,723,547,330
Surface Transportation Block Grant	\$ 84,132,273		\$ 233,050,101	\$ 193,214,889		\$ 233,050,101	\$ 288,514,308		\$ 233,050,101	\$ 279,724,257		\$ 233,050,101	\$ 306,641,429		\$ 932,200,404	\$ 1,068,094,883
Congestion Mitigation Air Quality	\$ 42,777,444		\$ 28,612,578	\$ 9,550,271		\$ 28,612,578	\$ 10,504,930		\$ 28,612,578	\$ 7,943,897		\$ 28,612,578	\$ 472,960		\$ 114,450,312	\$ 28,472,058
Safety	\$ 38,612,546		\$ 50,872,817	\$ 37,923,130		\$ 50,872,817	\$ 54,561,342		\$ 50,872,817	\$ 41,684,941		\$ 50,872,817	\$ 35,884,690		\$ 203,491,268	\$ 170,054,102
Transportation Alternatives	\$ 41,478,424		\$ 17,483,397	\$ 7,128,254		\$ 17,483,397	\$ 7,153,817		\$ 17,483,397	\$ 8,425,597		\$ 17,483,397	\$ -		\$ 69,933,588	\$ 22,707,668
National Highway Freight Program	\$ 3,148,491		\$ 27,748,798	\$ -		\$ 27,748,798	\$ -		\$ 27,748,798	\$ -		\$ 27,748,798	\$ -		\$ 110,995,192	\$ -
Sub-Total - Apportioned Funds	\$ 226,845,685		\$ 820,577,080	\$ 525,523,443		\$ 820,577,080	\$ 884,364,999		\$ 820,577,080	\$ 883,401,215		\$ 820,577,080	\$ 719,586,383		\$ 3,282,308,320	\$ 3,012,876,041
Minimum Guarantee/Equity Bonus (4)	\$ -		\$ -	\$ 3,778,461		\$ -	\$ 2,078		\$ -	\$ -		\$ -	\$ -		\$ -	\$ 3,780,538
National Highway Performance Program - Exempt (4)	\$ 23,774,792		\$ 11,761,106	\$ 361,932		\$ 11,761,106	\$ -		\$ 11,761,106	\$ -		\$ 11,761,106	\$ -		\$ 47,044,424	\$ 361,932
Highway Infrastructure - Exempt (4)	\$ 57,341,277		\$ 26,999,863	\$ 40,003,760		\$ 26,999,863	\$ 1,651,854		\$ 26,999,863	\$ -		\$ 26,999,863	\$ -		\$ 107,999,452	\$ 41,655,614
Total - Apportioned Funds, Equity Bonus, and NHPP Exempt	\$ 307,961,755		\$ 859,338,049	\$ 569,667,596		\$ 859,338,049	\$ 886,018,931		\$ 859,338,049	\$ 883,401,215		\$ 859,338,049	\$ 719,586,383		\$ 3,437,352,196	\$ 3,058,674,125
Advanced Construction	\$ -		\$ -	\$ 633,269,116		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ 633,269,116
Total - Apportioned Funds, Equity Bonus, and NHPP Exempt, and Advance Construction	\$ 307,961,755		\$ 859,338,049	\$ 1,202,936,711		\$ 859,338,049	\$ 886,018,931		\$ 859,338,049	\$ 883,401,215		\$ 859,338,049	\$ 719,586,383		\$ 3,437,352,196	\$ 3,691,943,241
Allocated Funds																
COVID Relief Funding (7)	\$ 131,418,628		\$ -	\$ 101,188,746		\$ -	\$ 9,810,000		\$ -	\$ -		\$ -	\$ -		\$ -	\$ 110,998,746
Build Grant	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -
INFRA Grant	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -
High Priority Projects	\$ 43,989,764		\$ -	\$ 535,659		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ 535,659
Federal Lands Access Program (5)	\$ -		\$ 160,000	\$ 401,600		\$ 160,000	\$ 1,906,000		\$ 160,000	\$ -		\$ 160,000	\$ -		\$ 640,000	\$ 2,307,600
Recreational Trails Program (5)	\$ -		\$ 2,146,076	\$ -		\$ 2,146,076	\$ -		\$ 2,146,076	\$ -		\$ 2,146,076	\$ -		\$ 8,584,304	\$ -
Other (6)	\$ 13,425,225		\$ 7,651,923	\$ 8,089,199		\$ 7,651,923	\$ 2,186,702		\$ -	\$ -		\$ -	\$ -		\$ 15,303,846	\$ 10,275,901
Total Allocated Funds	\$ 188,833,617		\$ 9,957,999	\$ 110,215,204		\$ 9,957,999	\$ 13,902,702		\$ 2,306,076	\$ -		\$ 2,306,076	\$ -		\$ 24,528,150	\$ 124,117,906

(1) Unobligated Balances reflect prior year SAFETEA-LU, MAP-21, and Fast Act Program Balances. SAFETEA-LU & MAP-21 fund programs, e.g., IM, NHS, have been rolled into the corresponding FAST Fund Type.

(2) FFY Estimated Apportionments are based on the FAST Act. Estimated Apportionment amounts are calculated on inflation amount of 2% based on FAST Act for FFY 2022-2025.

(3) Unobligated balances from Previous Years are not included in the FFY 2022-2025 Estimated Apportionments Total.

(4) Equity Bonus & NHPP Exempt Funds Used to balance programming in FFY 2022 through FFY 2025 are applied by reducing the Unobligated Equity Bonus Balance in Previous Years. Unobligated Balances in Allocated Funds Categories (HPP, FLAP, RTP, Other) are similarly applied to balance estimated programming levels.

(5) Federal Lands Access Program and Recreational Trails Program are programmed on an annual basis.

(6) Includes Section 112, Section 115, Section 117, PRNS, Highway Priority, Surface Transportation S129, NTPP, Map-21 Training and Education, DBE Training, Skills Training, Ferry Boats; Emergency Relief, Highway-Use Tax Evasion Project, Highways for Life Pilot Program and Misc. Demo funds.

(7) COVID Relief funding represents Wisconsin's FFY 2021 federal funding apportionment from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSA). This is one-time funding. The total includes \$18,005,961 in Highway Infrastructure--COVID Supplemental - 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000.

(8) FFY 2022 apportionments are listed as FFY 2021 totals, with FHWA Wisconsin Division Office concurrence. As of 1/3/2022, the FFY 2022 apportionment and obligation authority from the federal Bipartisan Infrastructure Law of 2021 has not been finalized/loaded. Totals will be updated once this occurs.