

Milwaukee Journal Sentinel November 26, 2003

Highway projects blow out budgets

7 have run \$381 million high, state audit finds

By LARRY SANDLER
lsandler@journalsentinel.com

Seven major highway projects have racked up cost overruns of more than \$20 million each, and the price tags on five of those jobs have doubled or tripled from original estimates, state auditors reported Tuesday.

In every case, costs rose at least partly because the state Department of Transportation decided to build larger and more elaborate highways than originally planned — and sometimes more than independent engineers said were needed, the Legislative Audit Bureau reported in an audit of the department's major highway construction program.

The overruns — \$381 million on those seven projects alone — have been eating up so much money that the Transportation Department warned last year that the Legislature couldn't afford to approve any more big road projects, the au-

dit said.

However, that didn't stop lawmakers from approving four more major projects totaling \$628.7 million, over the state Transportation Projects Commission's objections, in action on the 2003-'05 state budget, the audit noted.

Road projects don't have to cost that much, auditors said. In November 2002, an independent engineering firm the Transportation Department hired found ways to save a total of \$382 million on 21 highway projects, a process called "value engineering," the audit said.

But the department "decided not to implement most of the cost-saving measures recommended by the firm," the audit said.

Nonetheless, Transportation Secretary Frank Busalacchi highlighted the engineering firm's study in a Tuesday news release explaining how his department was already complying with many of the auditors' recommendations for stronger cost controls on highway projects.

Busalacchi also noted that previous administrations made most of the decisions the auditors reviewed.

Attempts to reach a top Busalacchi aide for further comment were unsuccessful.

Overruns criticized

The cost overruns drew fire from Sen. Carol Roessler (R-Oshkosh), co-chair of the Legislature's Joint Audit Committee, and Jim Rowen, policy chief for Milwaukee Mayor John O. Norquist.

Overruns of \$20 million or more in projects funded by gas taxes and license fees are "just not acceptable," Roessler said.

Roessler vowed to press Transportation Department officials about why they have not followed value-engineering recommendations when her panel holds a January hearing on the audit. The audit bureau called for value engineering on all major projects.

Referring to the overruns, Rowen said, "This is outrageous, but it's business as usual for (the Transportation Department) and its contractors." He called for a complete overhaul of a system that leads to "a waste of millions and millions and millions of dollars that come right out of people's pockets."

As for lawmakers, Rowen said, "No one in the Legislature or in Madison will stand up to the road builders. It just doesn't happen."

Roessler said legislators, herself included, supported new road projects because communities demand them for economic development.

Norquist, a longtime critic of the department, has called for value engineering on the \$810 million reconstruction of the Marquette Interchange, Wisconsin's biggest public works project. Preliminary work starts next year on rebuilding the downtown crossroads of I-94, I-43 and I-794.

The interchange job, however, is separate from the \$240 million-a-year major highway program, and the audit discusses that project only as part of the department's long-term funding needs.

Instead, auditors focused on the 32 big road projects — including the four approved this year — to which the state has been committed by legislative votes. Together, those projects are expected to cost \$3.36 billion by the time they're completed.

Most of those projects were recommended by the Transportation Projects Commission, which consists of the governor, 10 legislators and three other citizens, the audit said.

Unplanned spending

But the four projects this year, and two others that legislators approved in 1999 over commission objections, added \$828 million in road work that the Transportation Department had not planned to do, auditors wrote.

Because the number of projects continues to grow faster

Milwaukee Journal Sentinel November 26, 2003

...cont. from prev. page

than the amount of money the Transportation Department has available to build roads, the average time between legislative approval of a project and completion of construction has grown to 12 years, auditors found.

During those 12 years, the costs increase, auditors reported. Real estate costs have grown the most, skyrocketing 272%, from \$11.8 million in fiscal year 1993-'94 to \$43.8 million in 2002-'03. Construction costs grew 68% in the same period, from \$120.9 million to \$203 million, the audit said.

But design changes had a lot to do with the overruns, too, auditors wrote. While many projects were planned as expressways, which have regular intersections and stoplights, unofficial guidelines have tilted the Transportation Department in favor of building more freeways, the auditors found.

New freeways cost an average of \$11.3 million per mile, more than twice the \$5.5 million-per-mile average for new expressways, although the freeways are safer and move traffic faster, auditors said.

Of the seven projects with cost overruns of more than \$20 million each, most of which are currently under construction, auditors reported:

Costs more than tripled, from \$10.1 million in 1991 to \$36.6 million last year, for building the Whitewater bypass on U.S. Highway 12. The project, to be finished in 2006, was planned as a 5.3-mile, two-lane highway but grew to 6.3 miles with room for future expansion to four lanes.

The price more than doubled, from \$15.7 million in 1991 to \$41.9 million last year, for expanding state Highway 110 in Winnebago County, between U.S. Highway 41 and state Highway 116. That was planned as a four-lane expressway but later was upgraded to a freeway, to be finished in 2005.

Costs more than doubled, from \$77.2 million in 1989-'91 to \$164 million last year, for building the Chippewa Falls

bypass on state Highway 29. Original plans were revised to build more of the bypass to freeway standards and add several interchanges, to be finished in 2006.

The price more than doubled, from \$55.3 million in 1993 to \$116.5 million last year, for expanding state Highway 64, from Houlton to New Richmond. That was supposed to be a four-lane expressway, but most of it was changed to a freeway, to be finished in 2006.

Costs more than doubled, from \$64.1 million in 1993 to \$129.8 million last year, for expanding state Highway 12, from Sauk City to Middleton,

to be finished in 2006. Much of the increase resulted from rising real estate costs, but the Middleton bypass was upgraded to handle faster traffic.

The price rose 46%, from \$99.3 million in 1995 to \$145.4 million last year, for building the Eau Claire bypass on U.S. Highway 53, to be finished in 2007. One interchange was expanded from original plans.

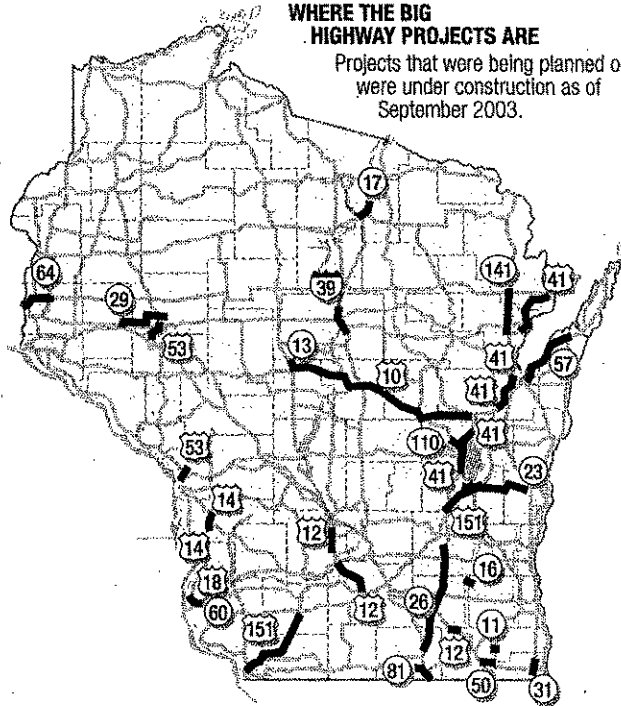
Costs have already increased 45%, from \$151.5 million in 2001 to \$220 million last year, for expanding the Wausau Beltline on I-39/U.S. Highway 51, to be built from 2004 to 2012. One interchange was upgraded to handle faster traffic.

HIGHWAY CONSTRUCTION

COST OVERRUNS

WHERE THE BIG HIGHWAY PROJECTS ARE

Projects that were being planned or were under construction as of September 2003.



Note: Does not include Marquette Interchange project

COST INCREASES FOR SELECTED MAJOR HIGHWAY PROJECTS

IN MILLIONS		ORIGINAL ESTIMATED COST*	ESTIMATED COST AS OF JUNE 2003*	% CHANGE	% CHANGE IN CONSTANT DOLLARS
12	Whitewater bypass	\$10.1	\$36.6	262.4%	169.1%
110	U.S.-41 - Wis.-116	15.7	41.9	166.9	97.6
29	Chippewa Falls bypass	77.2	164.0	112.4	52.8
64	Houlton-New Richmond	55.3	116.5	110.7	65.2
12	Sauk City/Middleton	64.1	129.8	102.5	58.9
53	Eau Claire bypass	99.3	145.4	46.4	21.2
39/51	Wausau Beltline	151.5	220.0	45.2	39.7

* Includes estimates for design and construction engineering costs.

Source: Legislative Audit Bureau

ENRIQUE RODRIGUEZ/erodriguez@journal sentinel.com

Green Bay Press-Gazette November 26, 2003

Audit: DOT estimates miss mark

Incomplete data, project changes at fault

BY JOHN DIPKO
Press-Gazette Madison bureau
jdipko@greenbaypressgazette.com

MADISON — State officials have logged Wisconsin's biggest highway up-

grades using administrative cost estimates that turned out to be millions of dollars off the mark, a new audit shows.

The study of Wisconsin's major highway program, released Tuesday, shows estimates for seven current projects were later shown to be at least \$20 million more expensive — reflecting project cost jumps of up to 262 percent — than original Depart-

ment of Transportation figures suggested.

It found the DOT used incomplete data to devise estimates and keep track of the projects. Alteration of projects also increased their scope and led to the need to buy additional land.

Transportation projects that cost at least \$5 million and satisfy other criteria are logged, or enumerated, on the state's project

timetable as a major project but don't start until several years later.

The so-called "majors" program is one of five areas in the DOT.

The Legislative Audit Bureau evaluation, prompted by lawmakers' concerns, examined why cost estimates soar between the time the projects are enumerated and the time they start.

It urges the DOT to de-

velop ways of estimating costs more accurately and to keep closer track and more frequently report per-project spending.

The spending during the 10 years studied grew by 69.5 percent to \$284.2 million in 2002-03 from \$167.6 million spent in 1993-94. Property-acquisition costs surged over that time to \$43.8 million from \$11.8 million.

The results of the study

prompted state Rep. John Ainsworth, R-Shawano, to suggest the scope of each project be re-examined, especially in light of a \$3.2 billion deficit the state's 2003-05 budget aimed to fix.

"With the condition our budget is in right now, we need to know the cost of each project," he said. "Maybe we're just overdoing it on some projects and

...cont. next page

Green Bay Press-Gazette November 26, 2003

...cont. from prev. page

thus delaying others."

Auditors cited an upgrade to Wisconsin 57 between Green Bay and Dyckesville that changed in scope when the DOT, responding to local residents' concerns, replaced two intersections with an interchange and overpass within two miles of each other.

The price for the total project was \$27.4 million, but the impact of the DOT's change is blurry because the agency combined and separated parts of different projects, the audit said.

Major projects must receive the backing of an advisory, governor-chaired commission and then be added by the Legislature and governor to the two-year state budget.

The audit found that Wisconsin ranks in the middle for highway spending and conditions among seven Midwest states, including Illinois, Indiana, Iowa, Michigan, Minnesota and Ohio.

It will take an average of 12 years to complete each of 28 projects that were under way or in planning as of June in Wisconsin. That doesn't include four others totaling \$628.7 million — including one priced at \$257.7 million for U.S. 41 in Brown County — that were added against the commission's wishes in the state's 2003-05 budget.

Bond service costs for the program totaled \$101.1 million last year, are growing annually and will exceed money being generated them by 2009-10, the audit found.

State Sen. Robert Cowles, R-Allouez, said bonding troubles will worsen under the existing budget, which includes a first-ever issue of \$565.5 million in general obligation bonding to fund highway rehabilitation and southeast Wisconsin freeway programs.

"I think it verifies that we've got a spending problem," Cowles said. "The agency is biting off too many projects because of the Legislature not being able to restrain itself."

The audit also recommended the DOT determine early next year what it expects to imple-

Here's more

Area road projects on the state's timetable as of June:

■ Wisconsin 57, Green Bay to Dyckesville, \$27.4 million: enumerated in 1991, started in 1999 and scheduled to end this year.

■ U.S. 41 freeway conversion, \$84.6 million: enumerated in 1991, started in 1993 and scheduled to end next year.

■ Wisconsin 57, Dyckesville to Sturgeon Bay, \$79.4 million: enumerated in 1997, scheduled to start in 2005 and end in 2008.

■ U.S. 41, Oconto to Peshtigo, \$147.9 million: enumerated in 1999, scheduled to start in 2007 and end in 2009.

Source: Legislative Audit Bureau

ment from a recent report showing some \$382 million in potential savings through various project changes.

DOT Secretary Frank Busalacchi wrote in his response to the audit that his agency is taking steps to provide more accurate cost estimates to the projects commission and making other internal changes to satisfy auditors' concerns.

But he said real estate costs are likely to remain an issue because of the 12-year lag between project enumeration and construction.

"The audit provides an excellent starting point for the discussion and debate in the next biennium over the appropriate funding levels for expanding, rehabilitating and maintaining our highway system," Busalacchi concluded.

State's audit of major highway program reveals both good, bad news

The nonpartisan Legislative Audit Bureau (LAB) released an evaluation of the Department of Transportation's (DOT) Major Highway Program. The evaluation highlights the good news that the program is well funded and our highways are in good shape, but also some bad news relating to cost increases and the need to bring them under control.

The Legislative Audit Bureau conducted the evaluation of DOT's Major Highway Program at the request of the Joint Legislative Audit Committee.

"The last time this program was looked at closely, it was in the mid-90's, and

as we approach some major reconstruction projects in southeast Wisconsin and other parts of the state, we want to be confident in the administration and management of the Major Highway Program," said Joint Legislative Audit Committee Co-Chair Suzanne Jeskewitz (R-Menomonee Falls). "For me, the evaluation has revealed some difficult policy decisions that the Legislature must face regarding whether Wisconsin should only maintain its current highways or find more resources to expand and improve its system as DOT's State Highway Plan 2020 recommends."

The evaluation focused on project selection and related expenditures, the effects of complying with environmental laws, financing, and how Wisconsin compares to its Midwestern neighbors on transportation funding.

"In 1997, it took approximately ten years from enumeration of a project to completion - today it takes twelve," mentioned Audit Committee Co-Chair Carol Roessler (R-Oshkosh). "There are currently 32 major highway projects in the planning or construction phase and trying to budget accurately that far out is most difficult and unlikely. Wisconsin also

has a huge and ever-growing list of major projects in the pipeline, which are critical projects for economic development and job growth in Wisconsin. Clearly, the audit identified cost increases due to the length of time to bring projects to completion, which greatly impacts the dollars necessary to further other major projects."

Cost increases of \$20 million or more were identified in each of seven current projects the Legislative Audit Bureau reviewed.

"We can't afford to continue to have cost increases of this magnitude," Jeskewitz noted. "We must find a way to better project the

costs of these projects, or we won't be able to make good decisions on how to spend the taxpayers dollars here in Madison."

For these seven projects, increases ranged from 45.2 percent to 262.4 percent, with real estate increases particularly high.

The Legislature faces difficult decisions ahead. While the transportation program is well funded at present, the evaluation revealed that the increasing debt service will out-pace bond revenues by fiscal year 2008-09.

"Wisconsin relies solely on bonding for supplementing funding, while other Midwestern states have a broader range of funding sources available to them," stated Roessler. "However, while we have one of the lowest registration fees in the Midwest, our gas tax is the highest in the nation."

The Legislative Audit Bureau has made several recommendations to DOT including:
* Improving financial reporting by tracking the amount and cost of real estate and environmental expenditures;
* Reporting complete expenditure information for all major highway projects to the Transportation Projects Commission semi-annually;
* Developing policies specifying that all project costs be included in the project cost estimates that are presented in the environmental documents it prepares; and
* Providing comprehensive and consistent project cost information, and communicating changes in the scope of projects.
Both Co-Chairs Jeskewitz and Roessler have agreed that a public hearing on audit findings related to DOT's Major Highway Program will be held in January 2004.

CR editorials

OSHKOSH, WISCONSIN

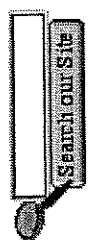
Northwestern
www.thenorthwestern.com

Make a payment
Manage your subscription online with EZAccess

CLICK HERE TO GO

NEWS | SPORTS | PACKERS | ENTERTAINMENT | CLASSIFIEDS | CARS | JOBS | COMMUNITY | INFO

Oshkosh Weather
Temp: 31 °F
Hi: 36 °F
Lo: 18 °F

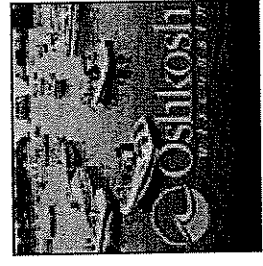


- [Main Page](#)
- [Local News](#)
- [Sports](#)
- [Packers](#)
- [Business](#)
- [Features](#)
- [Columns](#)
- [Neighbors](#)
- [Opinions](#)
- [Obituaries](#)
- [Births](#)
- [Deaths](#)
- [Marriages](#)
- [Community Info](#)
- [Classifieds](#)
- [Autos](#)
- [Jobs](#)
- [Apartments](#)
- [Weather](#)
- [Contacts & Info](#)

OPINION

Posted Dec. 03, 2003

Editorial: Roesler must demand state accountability for highway cost overruns



Seven state highway projects had huge cost overruns – including one in Winnebago County – and once again taxpayers are left wondering how deep the reckless spending runs.

There will be some good to come of the Legislative Audit Bureau report released last month that shows seven projects running at least \$20 million over cost. State Sen. Carol Roesler, R-Oshkosh, promised an inquiry during the January session of a panel that she co-chairs, the Legislative Joint Audit Committee.

Local taxpayers have a vested interest in seeing that one mistake in Winnebago County isn't repeated again. The former Wisconsin Highway 110 as reconstructed between U.S. 41 and Wisconsin 116 had an almost triple increase in cost. It increased from \$15.7 million to \$41.9 million. Sure, drivers love the new freeway. But they were supposed to get an expressway with intersections and stoplights.



There is a consequence to so much excessive spending. A lack of funds for other projects has increased to 12 years the time delay from approval by the Legislature to finish. That means that the planned second bridge over Little Lake Butte des Morts and the expansion of the U.S. Highway 41/Wisconsin Highway 441 interchange and widening of U.S. 41 near there may be delayed even more.

Several steps must be taken to re-train the highway cost processes. For one, Roesler's hearings should proceed, as they should with an investigation into why value engineering concepts weren't followed. The Legislative Audit Bureau recommended value engineering for all highway projects and we concur that this should become state policy.

Roesler shouldn't end there. The fallout of delayed road projects will haunt us for years. Roesler and her committee must pledge themselves to find ways to reduce that 12-year average lag time in construction. Otherwise, Wisconsin will face a future of always being behind.

What DOT has on its hands is potentially a major house-cleaning in the way it spends road money. A top-down review of all pending roads projects may be a necessary outcome of this experience.

It says a lot when a ranking Republican has committed to leading an inquiry into a traditional Republican stronghold topic of road building. As major as this contrast may be, we laud Senator Roesler for committing her name and her leadership into righting this egregious wrong.

The Final Thought: State Sen. Carol Roesler, R-Oshkosh, should make her goal in hearings next month the reform of how Wisconsin spends tax dollars to build highways.

[Back to Top](#)





For more information contact:
Steve Hiniker, Executive Director, or
Ward Lyles, Transportation Analyst
(608)-259-1000

December 3, 2003

Taxpayers Could Pay Extra \$2.2 Billion in Highway Costs *Analysis shows overruns likely to be costly*

1000 Friends of Wisconsin today released an analysis that showed taxpayers might have to pick up an additional \$2.2 billion in costs of Major Highway Projects if trends in a recent audit of the Department of Transportation continues into the future. Additional analysis indicates that if past rates of bonding for Major Highway Projects continue then Wisconsin residents could end up paying unnecessarily even higher costs to pay off highway expansion debts as WisDOT's credit rating falls.

"When 1000 Friends of Wisconsin called for an audit of highway spending last year, we had concerns that taxpayer money is being poured down the drain of Major Highway Projects," said Hiniker. "This report confirms our suspicions that hundreds of millions of dollars are unnecessarily spent on unsustainable highway expansion and increasing debt payments."

The audit found \$381 million in cost overruns on just seven Major Highway Projects – for a total 80.5% overrun beyond initial cost estimates. If applied to the 32 Major Highway Projects currently enumerated at an expected total cost of \$2.73 billion, an 80.5% overrun would mean that the final costs would be \$4.87 billion instead. This \$2.14 billion overrun amounts to more than \$1000 in extra taxes for every Wisconsin household.

"Potential cost overruns of more than \$2 billion on the 32 projects already in the pipeline should scare the daylights out of our legislators," said Hiniker. "If I was a legislator, I wouldn't want to have to tell my constituents that I am part of a process that is going cost their household \$1000 in more taxes than is necessary."

1000 Friends of Wisconsin also analyzed the trends in using revenue bonds to pay for new projects. Wisconsin's Revenue Bonds are guaranteed by income generated by registration fees and the credit rating of these bonds depends upon at least a 2.25:1 ratio of registration fees to debt service. The audit projects that within ten years this ratio may be as low as 2.38:1; it is currently 3.29:1. Thus, the Wisconsin Department of Transportation will be in jeopardy of having its bonds downgraded and in turn having to make higher interest payments.

"The solution to the problem of a reduced credit rating will not be saved by raising fees and taxes to make payments but instead to reduce borrowing," said Hiniker. "Why do we pour more and more money into a program that overruns its budgets by 80%? If the Major Highway Projects program was a small business, it would have lost all of its customers long ago."

According to the Wisconsin Department of Transportation's "Transportation Budget Trends" document, Revenue Bond Debt Service, which is used to pay off past Major Highway Projects, has increased by 360% over the last fifteen years. If this rate of increase continues over the next decades, Wisconsin will be paying \$1.6 billion annually just to pay off Revenue Bond Debt Service.

"It's clearly time to reign in spending on major new projects. The state recently cut back aids to municipalities that threaten snow plowing and routine maintenance. The state needs to take care of what it already has before it builds more highways that it cannot afford to take care of," concluded Hiniker.

1000 Friends of Wisconsin State Highway Program Analysis

12/3/03

Fix-it-First

It is basic common sense to protect existing investments. In the case of our transportation system, that means fix-it-first. We must fix our existing roads before we add new ones or new capacity. Looking at data of how money within the State Highway Program has been spent on expansion in the past, and how it is planned to be spent in the future, indicates that Wisconsin is considerably far from adhering to a fix-it-first policy.

Past Spending Trends

Over the last fifteen years, the legislature and governor have directed the Wisconsin Department of Transportation (WisDOT) to build more and more roads and spend less and less to take care of them.

- Between 1988 and 2003, WisDOT spending on Major Highway Projects – a partial proxy for expansion - **increased 101%** over inflation. Debt Service to pay off revenue bonds, which are used to pay for Major Highway Projects, **increased 360%**.
- Meanwhile, spending on Rehabilitation – more or less repair - has **increased 40%** over inflation while spending on Maintenance has actually **decreased 3%** compared to inflation.
- If the trend of the last 15 years of spending an average 14% more each year in order to pay off Revenue Bond Debt Service continues, by 2020 annual Debt Service payments will be more than **\$1.6 billion per year**.

Yet, these proxies for expansion, repair and maintenance are not entirely accurate – the categories are broad and considerable expansion work is buried in the Rehabilitation program.

Planned Future Spending

Of the \$3.95 billion Six Year Highway Plan for 2002-2007, more than 40% of the spending is on expansion and widening projects.

- Of the Six Year Plan, **43.5% will actually go towards expanding our state highway system** instead of fixing our existing roads first. Roughly **\$1.72 billion of the \$3.95 billion** in planned work is expansion and widening.
- Of this \$3.95 billion, WisDOT identifies \$851 million, or 21.6%, as Major Highway Projects, which are generally understood as the expansion projects in the state.
- However, in the Six Year Plan, WisDOT also identifies an additional \$248 million of expansion work clearly identified within the Rehabilitation program, bringing the expansion total to 27.8% of the State Highway Program.
- According to specific project notes in the Six Year Plan, there is an additional \$619 million of expansion work hidden in Rehabilitation projects not clearly identified as Major Highway Projects or Rehabilitation projects with expansion.
- Totaled, these three categories – Major Highway Projects, Rehabilitation with clearly identified expansion projects, and Rehabilitation with hidden expansion projects, combine to produce the \$1.72 billion figure.
- Subtotaling the two categories of expansion work not part of Major Highway Projects - Rehabilitation with clearly identified expansion projects, and Rehabilitation with hidden expansion projects – there is **more than \$850 million in expansion work buried in the Rehabilitation program**, which is construed as repair work.

Between the budget actions of the legislature and the governor, and the development of the Six Year Plan by WisDOT, State Highway Program work in Wisconsin is heavily slanted towards

1000 Friends of Wisconsin State Highway Program Analysis

12/3/03

expansion work and, not only that, but many of the expansion projects are also buried in a program that is widely believed to be repair work.

Analysis of Legislative Audit Bureau Report

1000 Friends' Analysis of the Legislative Audit Bureau report on Major Highway Projects indicates that if future projects experience the same cost overruns as the projects studied in the audit it will cost Wisconsin taxpayers billions of dollars. The audit also suggests that the cost overruns are the product of misplaced priorities.

- If all of the 32 Major Highway Projects currently planned run over cost at the same rate as the seven studied in the audit – 80.5% - then the \$2.73 billion in projects will **end up costing \$4.87 billion.**
- This \$2.14 billion overrun will mean that each Wisconsin household will **pay \$1000 extra in taxes** just to pay for the overruns (not including inflationary increases.)
- If the SEWRPC southeastern Wisconsin regional freeway plan runs over cost at the same rate as the seven studied in the audit – 80.5% - then the \$6.25 billion project will end up **costing \$11.28 billion** instead.
- This \$5.03 billion cost overrun will mean that each Wisconsin household will **pay \$5200 rather than \$2900 in taxes** for the reconstruction and expansion of southeastern freeways.
- More than 42.5% of Wisconsin's highways are not in the best condition possible. More funds for maintenance and repair are clearly needed.
- Meanwhile, 79.9% of the highways experience low congestion levels. Even if one accepts the assertion that capacity expansion such as done in Major Highway Projects reduces congestion, there are clearly few miles of highways in need of congestion relief than repair work.
- Within the project by project analysis of cost overruns, the primary cause of overruns appears to be increased project scope, not environmental regulations or increased public involvement – especially considering the DOT has not implemented the recommendations of a value engineering study.

Among the key findings of the Legislative Audit Bureau Report on Major Highway Projects was the fact that cost over-runs on just seven majors totaled \$381 million - 80.5% more than the initial estimated costs. Also, the recommendations of a recent study to implement value engineering and save \$382.0 million have not been implemented by the Wisconsin Department of Transportation.

1000 Friends of Wisconsin State Highway Program Analysis

12/3/03

Notes on the Sources and Calculations:

Past Spending Trends - Transportation Budget Trends

Every other year, the Wisconsin Department of Transportation publishes "Transportation Budget Trends." This document is the best centralized source on state transportation financing in Wisconsin. It includes data on revenues and expenditures across broad categories of transportation spending for a fifteen year period. Figures in the document are presented in both nominal dollars and inflation adjusted dollars.

The August 2002 volume of Transportation Budget Trends – the most recent available – was used herein. And for the calculations cited above, the inflation adjusted figures for 1988 and 2003 were used to calculate the percentage that spending has increased.

Planned Future Spending - Wisconsin Department of Transportation Six Year Highway Plan

The Wisconsin Department of Transportation is required to develop a Six Year State Highway Plan detailing the projects planned for a six year period. The Six Year plan used in this analysis was published in February 2003.

One of the key reasons for analyzing the Six Year Plan data is that it provides a much more in-depth set of data regarding the expenditure of state highway funds on expansion versus repair than simply looking at spending on Major Highway Projects and Rehabilitation.

For each of the projects listed in the Six Year Plan, the following data are listed, highway number, county, location, length, low cost estimate, high cost estimate, type of work code, and a brief description of the project. The type of work code for each of the projects consists of one of twelve different codings. They include the 3 R's, major, bridge rehabilitation, bridge replacement, bridge replacement with expansion, bridge rehabilitation, pavement replacement, roadway maintenance, reconstruction with expansion, and miscellaneous.

In addition to these classifications, there are notes that provide further detail. In many of these notes, expansion or widening work is detailed on a project that is not classified as a major or as one of the other types of expansion work. 1000 Friends tracked each of these examples and used them to determine the amount of expansion and widening work done by WisDOT in total, and how much of that work is buried in Rehabilitation projects.

1000 Friends entered much of this data into a spreadsheet, including the district, the highway number, county, low and high cost, type of work and information from the project notes. We then used this data to analyze how WisDOT spends highway funds on the basis of district, county, type of work, and as best the data allows, whether the project includes expansion or widening.

Analysis of Legislative Audit Bureau Report

In November 2003 the Legislative Audit Bureau released a report on its analysis of the Major Highway Program. It completed this report at the request of the Joint Legislative Audit

1000 Friends of Wisconsin State Highway Program Analysis

12/3/03

Committee, which expressed concern about spending within the Major Highway Projects program and the long term implications of those spending trends.

1000 Friends analyzed the reports findings in order to extrapolate what effect similar cost overruns would have on other planned projects. We also drew qualitative conclusions based on data included in the study.

ONWISCONSIN.COM E-MAIL | JS ONLINE | TMJ4 | WTMJ | WKTI

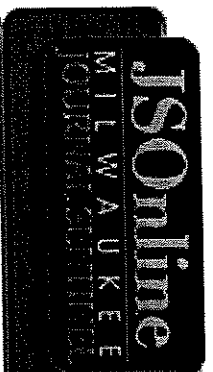
Web search



Network Features



REAL CITIES



Journal Sentinel Services

Classifieds

OnWisconsin LIVE

Ad Finder

Yellow Pages



News Articles:
Advanced Searches



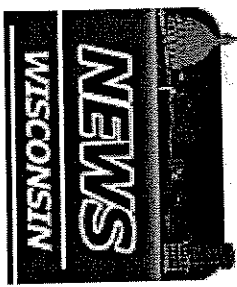
JS Online Features List

ON WISCONSIN : JS ONLINE : NEWS : WISCONSIN :

E-MAIL | PRINT
THIS STORY



Shop the city's largest
lighting showroom



DOT will overspend again, group says

State officials say they're doing better

By LARRY SANDLER
lsandler@journal sentinel.com

Last Updated: Dec. 7, 2003

A recent state audit is an ominous sign of cost overruns ahead when Milwaukee-area freeways are rebuilt, freeway expansion opponents warn.

Meanwhile, state Department of Transportation officials say they're trying to do a better job than past administrations in keeping track of road-building costs.

Citizens Allied for Same Highways said the state's road-building plans need to be scaled back, in light of a Legislative Audit Bureau finding last month that seven major highway projects - none of them finished yet - had already racked up a combined total of \$381 million in cost overruns, some doubling or

Recent Coverage

Editorial: Who's minding the store? (1/12/03)
 Overruns: Highway projects blow out budgets (1/12/03)

Special Features:



AP The Wire

Weather

Letter to Editor

Obituaries

Columnists

Crossroads

Racine

Oz/Wash

Waukesha

Milwaukee

Wisconsin

News



Archived Features:



tripling original estimates.

"DOT never met a dollar it couldn't spend, even if that dollar still was in a taxpayer's pocket," Robert Trimmer, the coalition's co-chairman, said in a news release.

"The early estimate was that the proposed southeastern Wisconsin freeway expansion project would cost \$6.2 billion, and there is no funding plan for it. Given DOT's terrible track record, the actual cost will be much, much higher if this boondoggle goes forward. Who's going to pay for it?"

Trimmer was referring to the freeway reconstruction plan recommended by the Southeastern Wisconsin Regional Planning Commission. The commission called for rebuilding and upgrading all of the region's aging freeways as they wear out over the next 25 or 30 years, with new lanes on 127 of 270 miles. The Transportation Department is reviewing that recommendation.

In February, the Journal Sentinel reported that cost estimates for rebuilding the Marquette Interchange had risen from \$460 million in 1997 to \$810 million now. Preliminary work starts next year on the downtown crossroads of I-94, I-43 and I-794.

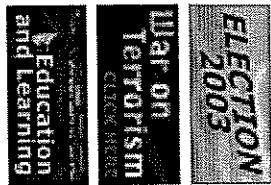
"DOT has acted as irresponsibly on the first phase of Milwaukee freeway reconstruction, the Marquette Interchange project, as it has on the other highway projects the Audit Bureau examined," said Gretchen Schult, the coalition's other co-chairman.

But Randy Romanski, executive assistant to Transportation Secretary Frank Busalacchi, stressed that most of the decisions criticized by auditors were made by Busalacchi's predecessors. Busalacchi was appointed this year by Democratic Gov. Jim Doyle, after 14 years in which the department was part of Republican administrations.

"We understand we need to be as cost-conscious as possible," Romanski said.

MARKETPLACE

AdFinder



Busalacchi has been promising to keep the interchange job on budget, noting that previous estimates had risen over \$1 billion at one point. But Doyle and former Gov. Scott McCallum trimmed the cost largely by reducing the project's boundaries, and Schuldt said that meant the cost ultimately would be higher when neighboring freeway stretches eventually are rebuilt.

- [Jobs](#)
- [Cars](#)
- [Real Estate](#)
- [Rentals](#)
- [Personals](#)
- [General Classifieds](#)
- [Buy & Sell Tickets](#)
- [Contests](#)

Need Help?

- [Searching Archives](#)
- [Wireless Access](#)
- [Site Topics](#)
- [Table of Contents](#)
- [Contact Staff](#)
- [Subscriptions](#)

Romanski said the Transportation Department is still reviewing the recommendations of a "value engineering" study that found ways to save a total of \$382 million on 21 projects. Auditors said the department already had decided not to follow most of the recommendations from that study by an independent engineering firm.

The Transportation Department said it also was trying to develop more accurate cost estimates of projects before they are presented to the Transportation Projects Commission, and that it was looking into whether it could save money by demanding warranties on road projects and using the streamlined "design-build" process on more projects.

Using a design-build process - in which construction starts while final design details are still being worked out - helped Milwaukee rebuild the 6th St. Viaduct for about \$50 million, down from the original \$60 million estimate.

From the Dec. 8, 2003 editions of the Milwaukee Journal Sentinel

[BACK TO TOP](#)

News Articles:
Advanced Searches



Subscribe to our
FREE NEWS SERVICE
by e-mail

[JS Online Features List](#)

© Copyright 2003, Journal Sentinel Inc. All rights reserved.
Produced by Journal Interactive | Privacy Policy

Journal Sentinel Inc. is a subsidiary of Journal Communications, an employee-owned company.
V050802A

GARD BLASTS DOT ON SNOWPLOWING SCARE TACTICS Calls for Maintenance Fund Audit

**FOR IMMEDIATE RELEASE
DECEMBER 9, 2003**

**CONTACT: SPEAKER GARD
608-266-2402**

MADISON...Assembly Speaker John Gard (R-Peshtigo) called on the state Department of Transportation (DOT) to make sure roads are plowed and salted this winter. Gard said that if the department was unable to set priorities to maintain safety on Wisconsin roads, lawmakers should look for someone else who will.

"The DOT is deliberately making roads less safe this winter. That is an outrage," said Gard. "Plowing and salting winter roads should be the department's number one maintenance priority. If the current DOT officials are not capable of prioritizing their spending in order to keep our roads clear and safe this winter, then we should find officials who are."

In the state budget this year, \$165.5 million was appropriated to DOT in each year of the biennium for highway maintenance funding. These funds are used by the DOT for purposes including road upkeep, lane line painting, traffic signs, median and shoulder lawn mowing and brush clearing, snow plowing, and salting. Last fiscal year, the DOT received \$161.4 million for maintenance in their base budget, plus an additional \$10 million last November from the Legislature's Joint Committee on Finance.

The DOT had asked for funding above the \$165.5 million annual figure in the current budget but had that request rejected. In retaliation, Secretary Frank Busalacchi announced that he will slash winter snowplowing and salting service. Gard called that decision irresponsible and a demonstration of misplaced priorities.

"Budgets are about setting priorities. Anyone who thinks a well mowed highway median or bright, shiny, new signs are more critical to highway safety than clear, safe winter roads should not be in a decision-making position within our DOT," said Gard. "If the DOT does not think that they can keep our roads clear and safe for \$165 million a year, perhaps it is time to put that maintenance service up for competitive bid and find someone who can."

Gard added that he is calling for an audit of the DOT maintenance account to identify how they are using the monies entrusted to them by the taxpayers and how they are setting their spending priorities.

"Our motorists pay some of the highest gas taxes in the nation. Recent events have seriously damaged DOT's credibility and raised legitimate questions about whether our taxpayers are getting the maximum bang for their bucks," said Gard. "I hope a thorough audit of the maintenance account will help restore some sanity and responsibility to DOT's decision making to ensure that they are being responsible stewards of the money they have been given."

###



John Gard

Speaker of the Assembly

December 10, 2003

Janice Mueller
State Auditor
22 East Mifflin Street
Suite 500
Madison, Wisconsin.

Dear Jan:

I am concerned about the state Department of Transportation's recent announcement that it lacks sufficient funding to ensure that roads are plowed and salted this winter and the potential effect of this decision on the safety of travelers on Wisconsin roads this winter. It is particularly puzzling given the fact that in the state budget this year, \$165.5 million was appropriated to DOT in each year of the biennium for highway maintenance funding, which includes plowing and salting.

Therefore, I am requesting that the Legislative Audit Bureau conduct an audit of the DOT maintenance account to identify how they are using the monies allocated to them and how they are setting their spending priorities.

Thank you for your attention to this matter. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be "John G. Gard".

John G. Gard
Speaker

cc: Secretary Busalacchi

ONWISCONSIN.COM E-MAIL | JS ONLINE | TMJ4 | WTMJ | WKTI

Web search



Network Features



Journal Sentinel Services

Classifieds

OnWisconsin LIVE

AdFinder

Yellow Pages

News Articles:
Advanced Searches:

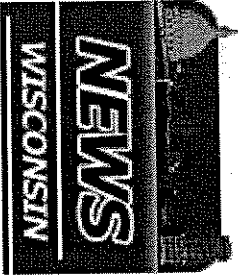


JS Online Features List

ON WISCONSIN : JS ONLINE : NEWS : WISCONSIN :

E-MAIL | PRINT
THIS STORY

Shop the city's largest
lighting showroom



News

- Wisconsin
- Milwaukee
- Waukesha
- Oz/Wash
- Racine
- Editorials

- Crossreads
- Columnists
- Obituaries
- Letter to Editor
- Weather
- AP The Wire

Special Features:



State reassures counties dreading snowy roads this winter

Although crisis over plowing has ended, long-term funding solution is lacking

By LARRY SANDLER
lsandler@journal sentinel.com

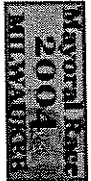
Last Updated: Dec. 9, 2003

As partisan sniping broke out over a possible cut in snow-plowing funds, state officials assured counties that they wouldn't get caught in the cross-fire.

On Gov. Jim Doyle's orders, the state Department of Transportation reversed course Friday and told counties to keep plowing state highways as usual, said Doyle spokesman Dan Leistikow and Randy Romanski, executive assistant to Transportation Secretary Frank Busalacchi.

Recent Coverage

- Governor: Doyle calls for snowplowing resolution (12/5/03)
- Snowplowing: Reduction in state money



Archived Features:



worries some (12/4/03)

In November, the department had announced that many state highways would be plowed less frequently, as a result of the Legislature's decision to spend less money on highway maintenance and more on building highways in the 2003-'05 state budget. The state pays county highway crews to maintain those roads.

The move would not have affected urban freeways, but it would have ended late-night plowing and drastically cut weekend plowing on many major routes through rural and suburban areas.

By last week, county officials were warning that the \$6.5 million cut would cause trouble for truckers, second- and third-shift workers, high school basketball fans and others who find themselves on the roads late at night. Waukesha County planned to lay off two workers, and other counties said they would leave vacant jobs unfilled.

Doyle's order stops all that for now, but the funding issue remains unresolved and threatens to turn into a replay of the legislative debate over the transportation budget.

Both top Republican legislative leaders, Assembly Speaker John Gard (R-Peshigo) and Senate Majority Leader Mary Panzer (R-West Bend), have attacked Doyle's Democratic administration and the Transportation Department for cutting plowing instead of something else. Democrats said the GOP-led Legislature left them no choice.

Asked whether counties could be forced to pay for plowing out of property taxes if lawmakers and the governor can't agree, Leistikow said, "The Legislature is just going to have to find the resources within the transportation fund to keep the plows on the road. . . . Counties should have confidence that the state will do its part."

County officials such as Dane County Executive Kathleen Falk have made it clear they won't use county dollars to plow state roads when counties have their own budget problems, said John Norwell, Dane County transportation commissioner. If cash is still short after

MILWAUKEE BATTER
 MICHAEL PINK'S
 THE BUTRACKER
 WORLD PREMIERE
 December 12-27
 Marquis Center
 For tickets call: (414) 643-7677 or click here!

MARKETPLACE

AdFinder



plowing, the choice will be to slash summer road maintenance or next winter's plowing, Norwell said.

But the Transportation Department doesn't want to create future problems to solve current problems, Romanski said. Doyle has ordered Busalacchi to work with legislators to find a workable solution, Leistikow and Romanski said.

Initial statements, however, recalled the budget debate.

As administration officials tell it, Doyle's budget included both a 2.5% increase for inflation in road maintenance costs and an increase to care for 450 miles of new highways. But the Legislature denied both increases and cut funds for traffic signs and signals to pour more money into building new roads.

From the lawmakers' point of view, however, Doyle created the problem by using about \$500 million in gas taxes and license fees to help plug a \$3.2 billion hole in the general fund. Without that shift, the transportation fund would have enough money for plowing, said Jeff Grothman, an aide to state Rep. Dan LeMahieu (R-Oostburg).

On Thursday, LeMahieu said he would introduce legislation to move \$8.3 million from the general fund to ensure plowing and other road maintenance could continue on schedule. LeMahieu was recovering from surgery and unable to comment Monday.

Leistikow stopped short of saying Doyle would veto LeMahieu's bill if it is enacted, but he stressed that Doyle preferred to find the money in the transportation fund. LeMahieu would use transportation money if possible, Grothman said.

- [Jobs](#)
- [Cars](#)
- [Real Estate](#)
- [Rentals](#)
- [Personals](#)
- [General Classifieds](#)
- [Buy & Sell Tickets](#)
- [Contests](#)

Need Help?

- [Searching Archives](#)
- [Wireless Access](#)
- [Site Topics](#)
- [Table of Contents](#)
- [Contact Staff](#)
- [Subscriptions](#)

From the Dec. 9, 2003 editions of the Milwaukee Journal Sentinel

[BACK TO TOP](#)

O S H K O S H , W I S C O N S I N



NEWS | SPORTS | PACKERS | ENTERTAINMENT | CLASSIFIEDS | CARS | JOBS | COMMUNITY | INFO



Make a payment
Manage your subscription online with EZAccess

CLICK
HERE

Oshkosh Weather
Temp: 34 °F
Hi: 35 °F
Lo: 32 °F



- [Main Page](#)
- [Local News](#)
- [Sports](#)
- [Packers](#)
- [Business](#)
- [Features](#)
- [Columns](#)
- [Neighbors](#)
- [Opinions](#)
- [Obituaries](#)
- [Births](#)
- [Deaths](#)
- [Marriages](#)
- [Community Info](#)
- [Classifieds](#)
- [Autos](#)
- [Jobs](#)
- [Apartments](#)
- [Weather](#)
- [Contacts & Info](#)



OPINION

Posted Dec. 09, 2003

Editorial: Road plowing should never be budget issue

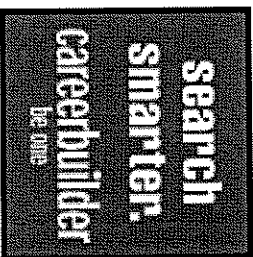
It shouldn't take a governor to tell the state's highway agency that the snowplows need to roll during a snowstorm.

Gov. Jim Doyle made the right call Monday to tell state Department of Transportation Secretary Frank Busalacchi to keep the plows rolling and the Legislature will find the money. In a northern state, these events shouldn't have to happen.

The matter shows that the state DOT doesn't get it. It doesn't understand how to make priorities speak through its budget. Recent developments add credibility.

A few weeks ago, the DOT was cited for multi-million dollar cost overruns on construction projects. The next week, highway commissioners learned the DOT lacked enough money for regular plowing.

The DOT had said state budget cuts equaled less plowing, but that was misleading. Cities and school districts thought budget cuts would close them. Life continued. The state DOT wasn't different. The planned reduction in snowplow schedules



became the victim of a different problem involving priorities.

In its defense, the highway agency distanced itself from the highway cost overruns by pointing the finger at earlier administrations. That is true. Road construction costs would have been capital improvements set in prior years. The snowplowing problem, by contrast, affected the operations side of the present 2003-'05 state budget.

The differences end there. It isn't news that our state's DOT builds roads significantly higher than the national average. New roads are a spending priority. But they are a spending priority that should be secondary to that of safety on the roads that we have.

It's like our state DOT wants us to believe that reducing our safety isn't that big of a deal. That's where Doyle got it right. Wisconsin isn't a poor state. We're acting like we aren't making the best choices with the money we have.

The whole idea that taxpayers should accept reduced highway plowing during snowstorms was childish. It showed how much our state DOT's priorities were off. In snowbelt state, this was the proof that bad choices had been made.

The Final Thought: State highways will get plowed less this year not because there is a lack of money but because poor choices budget choices have been made.

[Back to Top](#)



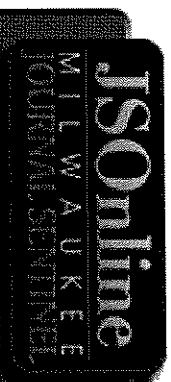
[Front Page](#) | [News](#) | [Packers](#) | [Sports](#) | [Entertainment](#) | [Obituaries](#)
[Autos](#) | [Jobs](#) | [Classifieds](#) | [Contact Us](#)

ONWISCONSIN.COM E-MAIL | JS ONLINE | TMJ4 | WTMJ | WKTI

Web search



Network Features



Journal Sentinel Services Classifieds OnWisconsin LIVE AdFinder Yellow Pages

News Articles:
Advanced Searches

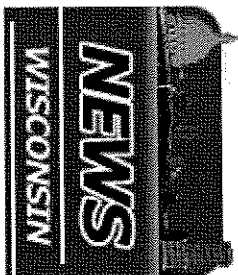


JS Online Features List

ON WISCONSIN : JS ONLINE : NEWS : WISCONSIN :

E-MAIL | PRINT
THIS STORY

Shop the city's largest
lighting showroom



- News
- Wisconsin
- Milwaukee
- Waukesha
- Oz/Wash
- Racine
- Editorials
- Crossroads
- Columnists
- Obituaries
- Letter to Editor
- Weather
- Ap The Wire

State reassures counties dreading snowy roads this winter

Although crisis over plowing has ended, long-term funding solution is lacking

By LARRY SANDLER
lsandler@journal sentinel.com

Last Updated: Dec. 9, 2003

As partisan sniping broke out over a possible cut in snow-plowing funds, state officials assured counties that they wouldn't get caught in the cross-fire.

On Gov. Jim Doyle's orders, the state Department of Transportation reversed course Friday and told counties to keep plowing state highways as usual, said Doyle spokesman Dan Leistikow and Randy Romanski, executive assistant to Transportation Secretary Frank Busalacchi.

Recent Coverage

Governor: Doyle calls for snowplowing resolution (12/5/03)
 Snowplowing: Reduction in state money

Special Features:

ELECTION 2004



Archived Features:



In November, the department had announced that many state highways would be plowed less frequently, as a result of the Legislature's decision to spend less money on highway maintenance and more on building highways in the 2003-'05 state budget. The state pays county highway crews to maintain those roads.

worries some (12/4/03)

The move would not have affected urban freeways, but it would have ended late-night plowing and drastically cut weekend plowing on many major routes through rural and suburban areas.

By last week, county officials were warning that the \$6.5 million cut would cause trouble for truckers, second- and third-shift workers, high school basketball fans and others who find themselves on the roads late at night. Waukesha County planned to lay off two workers, and other counties said they would leave vacant jobs unfilled.

Doyle's order stops all that for now, but the funding issue remains unresolved and threatens to turn into a replay of the legislative debate over the transportation budget.

Both top Republican legislative leaders, Assembly Speaker John Gard (R-Peshigo) and Senate Majority Leader Mary Panzer (R-West Bend), have attacked Doyle's Democratic administration and the Transportation Department for cutting plowing instead of something else. Democrats said the GOP-led Legislature left them no choice.

Asked whether counties could be forced to pay for plowing out of property taxes if lawmakers and the governor can't agree, Leistikow said, "The Legislature is just going to have to find the resources within the transportation fund to keep the plows on the road. . . . Counties should have confidence that the state will do its part."

County officials such as Dane County Executive Kathleen Falk have made it clear they won't use county dollars to plow state roads when counties have their own budget problems, said John Norwell, Dane County transportation commissioner. If cash is still short after

MILWAUKEE BALLET
MICHAEL PINK'S
THE NUTCRACKER
WORLD PREMIERE
December 12-27
Marcus Center
For tickets call:
(414) 643-7677
or click here!



AdFinder



plowing, the choice will be to slash summer road maintenance or next winter's plowing, Norwell said.

But the Transportation Department doesn't want to create future problems to solve current problems, Romanski said. Doyle has ordered Busalacchi to work with legislators to find a workable solution, Leistikow and Romanski said.

Initial statements, however, recalled the budget debate.

As administration officials tell it, Doyle's budget included both a 2.5% increase for inflation in road maintenance costs and an increase to care for 450 miles of new highways. But the Legislature denied both increases and cut funds for traffic signs and signals to pour more money into building new roads.

From the lawmakers' point of view, however, Doyle created the problem by using about \$500 million in gas taxes and license fees to help plug a \$3.2 billion hole in the general fund. Without that shift, the transportation fund would have enough money for plowing, said Jeff Grothman, an aide to state Rep. Dan LeMahieu (R-Oostburg).

On Thursday, LeMahieu said he would introduce legislation to move \$8.3 million from the general fund to ensure plowing and other road maintenance could continue on schedule. LeMahieu was recovering from surgery and unable to comment Monday.

Leistikow stopped short of saying Doyle would veto LeMahieu's bill if it is enacted, but he stressed that Doyle preferred to find the money in the transportation fund. LeMahieu would use transportation money if possible, Grothman said.

From the Dec. 9, 2003 editions of the Milwaukee Journal Sentinel

[BACK TO TOP](#)

- [Jobs](#)
- [Cars](#)
- [Real Estate](#)
- [Rentals](#)
- [Personals](#)
- [General Classifieds](#)
- [Buy & Sell Tickets](#)
- [Contests](#)

Need Help?

- [Searching Archives](#)
- [Wireless Access](#)
- [Site Topics](#)
- [Table of Contents](#)
- [Contact Staff](#)
- [Subscriptions](#)

O S H K O S H , W I S C O N S I N



NEWS | SPORTS | PACKERS | ENTERTAINMENT | CLASSIFIEDS | CARS | JOBS | COMMUNITY | INFO



Make a payment
Manage your subscription online with EZAccess

CLICK
NOW!

Oshkosh Weather
 Temp: 34 °F
 Hi: 35 °F
 Lo: 32 °F

Search our Site

- [Main Page](#)
- [Local News](#)
- [Sports](#)
- [Packers](#)
- [Business](#)
- [Features](#)
- [Columns](#)
- [Neighbors](#)
- [Opinions](#)
- [Obituaries](#)
- [Births](#)
- [Deaths](#)
- [Marriages](#)
- [Community Info](#)
- [Classifieds](#)
- [Autos](#)
- [Jobs](#)
- [Apartments](#)
- [Weather](#)
- [Contacts & Info](#)



OPINION

Posted Dec. 09, 2003

Editorial: Road plowing should never be budget issue

It shouldn't take a governor to tell the state's highway agency that the snowplows need to roll during a snowstorm.

Gov. Jim Doyle made the right call Monday to tell state Department of Transportation Secretary Frank Busalacchi to keep the plows rolling and the Legislature will find the money. In a northern state, these events shouldn't have to happen.

The matter shows that the state DOT doesn't get it. It doesn't understand how to make priorities speak through its budget. Recent developments add credibility.

A few weeks ago, the DOT was cited for multi-million dollar cost overruns on construction projects. The next week, highway commissioners learned the DOT lacked enough money for regular plowing.

The DOT had said state budget cuts equaled less plowing, but that was misleading. Cities and school districts thought budget cuts would close them. Life continued. The state DOT wasn't different. The planned reduction in snowplow schedules

Search
Smarter.
careerbuilder
BE OTHER

became the victim of a different problem involving priorities.

In its defense, the highway agency distanced itself from the highway cost overruns by pointing the finger at earlier administrations. That is true. Road construction costs would have been capital improvements set in prior years. The snowplowing problem, by contrast, affected the operations side of the present 2003-'05 state budget.

The differences end there. It isn't news that our state's DOT builds roads significantly higher than the national average. New roads are a spending priority. But they are a spending priority that should be secondary to that of safety on the roads that we have.

It's like our state DOT wants us to believe that reducing our safety isn't that big of a deal. That's where Doyle got it right. Wisconsin isn't a poor state. We're acting like we aren't making the best choices with the money we have.

The whole idea that taxpayers should accept reduced highway plowing during snowstorms was childish. It showed how much our state DOT's priorities were off. In snowbelt state, this was the proof that bad choices had been made.

The Final Thought: State highways will get plowed less this year not because there is a lack of money but because poor choices budget choices have been made.

[Back to Top](#)



[Front Page](#) | [News](#) | [Packers](#) | [Sports](#) | [Entertainment](#) | [Obituaries](#)
[Autos](#) | [Jobs](#) | [Classifieds](#) | [Contact Us](#)



John Gard

Speaker of the Assembly

December 10, 2003

Janice Mueller
State Auditor
22 East Mifflin Street
Suite 500
Madison, Wisconsin.

Dear Jan:

I am concerned about the state Department of Transportation's recent announcement that it lacks sufficient funding to ensure that roads are plowed and salted this winter and the potential effect of this decision on the safety of travelers on Wisconsin roads this winter. It is particularly puzzling given the fact that in the state budget this year, \$165.5 million was appropriated to DOT in each year of the biennium for highway maintenance funding, which includes plowing and salting.

Therefore, I am requesting that the Legislative Audit Bureau conduct an audit of the DOT maintenance account to identify how they are using the monies allocated to them and how they are setting their spending priorities.

Thank you for your attention to this matter. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John G. Gard".

John G. Gard
Speaker

cc: Secretary Busalacchi



OSHKOSH, WISCONSIN



Make a payment
Manage your subscription online with EZAccess



NEWS | SPORTS | PACKERS | ENTERTAINMENT | CLASSIFIEDS | CARS | JOBS | COMMUNITY | INFO

Oshkosh Weather

Temp: 34 °F
Hi: 35 °F
Lo: 32 °F



- [Main Page](#)
- [Local News](#)
- [Sports](#)
- [Packers](#)
- [Business](#)
- [Features](#)
- [Columns](#)
- [Neighbors](#)
- [Opinions](#)
- [Obituaries](#)
- [Births](#)
- [Deaths](#)
- [Marriages](#)
- [Community Info](#)
- [Classifieds](#)
- [Autos](#)
- [Jobs](#)
- [Apartments](#)
- [Weather](#)
- [Contacts & Info](#)

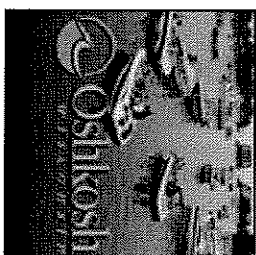


OPINION

Posted Dec. 09, 2003

Editorial: Road plowing should never be budget issue

It shouldn't take a governor to tell the state's highway agency that the snowplows need to roll during a snowstorm.



Gov. Jim Doyle made the right call Monday to tell state Department of Transportation Secretary Frank Busalacchi to keep the plows rolling and the Legislature will find the money. In a northern state, these events shouldn't have to happen.

The matter shows that the state DOT doesn't get it. It doesn't understand how to make priorities speak through its budget. Recent developments add credibility.

A few weeks ago, the DOT was cited for multi-million dollar cost overruns on construction projects. The next week, highway commissioners learned the DOT lacked enough money for regular plowing.

The DOT had said state budget cuts equaled less plowing, but that was misleading. Cities and school districts thought budget cuts would close them. Life continued. The state DOT wasn't different. The planned reduction in snowplow schedules

became the victim of a different problem involving priorities.

In its defense, the highway agency distanced itself from the highway cost overruns by pointing the finger at earlier administrations. That is true. Road construction costs would have been capital improvements set in prior years. The snowplowing problem, by contrast, affected the operations side of the present 2003-'05 state budget.

The differences end there. It isn't news that our state's DOT builds roads significantly higher than the national average. New roads are a spending priority. But they are a spending priority that should be secondary to that of safety on the roads that we have.

It's like our state DOT wants us to believe that reducing our safety isn't that big of a deal. That's where Doyle got it right. Wisconsin isn't a poor state. We're acting like we aren't making the best choices with the money we have.

The whole idea that taxpayers should accept reduced highway plowing during snowstorms was childish. It showed how much our state DOT's priorities were off. In snowbelt state, this was the proof that bad choices had been made.

The Final Thought: State highways will get plowed less this year not because there is a lack of money but because poor choices budget choices have been made.

[Back to Top](#)



[Front Page](#) | [News](#) | [Packers](#) | [Sports](#) | [Entertainment](#) | [Obituaries](#)
[Autos](#) | [Jobs](#) | [Classifieds](#) | [Contact Us](#)



State of Wisconsin \ LEGISLATIVE AUDIT BUREAU

JANICE MUELLER
STATE AUDITOR

22 E. MIFFLIN ST., STE. 500
MADISON, WISCONSIN 53703
(608) 266-2818
FAX (608) 267-0410
Leg.Audit.Info@legis.state.wi.us

December 12, 2003

DEC 17 2003

Speaker John Gard
211 West, State Capitol
Madison, Wisconsin 53702

Dear Speaker Gard: *John*

Thank you for your letter requesting an audit of highway maintenance expenditures by the Department of Transportation. I have forwarded a copy of your request to the co-chairpersons of the Joint Legislative Audit Committee for their consideration. Given our current workload, I cannot initiate an audit of an issue of this size and scope without the approval of the Committee.

Please contact me if you have any questions.

Sincerely,

Janice Mueller
State Auditor

JM/bm

Enclosure

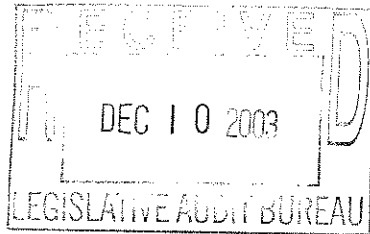
cc: Senator Carol A. Roessler
Representative Suzanne Jeskewitz

Frank Busalacchi, Secretary
Department of Transportation



John Gard

Speaker of the Assembly



December 10, 2003

Janice Mueller
State Auditor
22 East Mifflin Street
Suite 500
Madison, Wisconsin

Dear Jan:

I am concerned about the state Department of Transportation's recent announcement that it lacks sufficient funding to ensure that roads are plowed and salted this winter and the potential effect of this decision on the safety of travelers on Wisconsin roads this winter. It is particularly puzzling given the fact that in the state budget this year, \$165.5 million was appropriated to DOT in each year of the biennium for highway maintenance funding, which includes plowing and salting.

Therefore, I am requesting that the Legislative Audit Bureau conduct an audit of the DOT maintenance account to identify how they are using the monies allocated to them and how they are setting their spending priorities.

Thank you for your attention to this matter. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John G. Gard".

John G. Gard
Speaker

cc: Secretary Busalacchi

LETTERS

Without taxpayers' help, circus museum will fold

Editor, *The Post-Crescent*:

I hope to clear the air regarding the proposal to make Circus World Museum eligible to receive operating funds from the state of Wisconsin, for the first time in its nearly 50-year history.

While it's true that the Great Circus Parade is the museum's largest single program, it is not true that the proposal being discussed is "using state money for a circus parade." The proposal would direct resources to Circus World Museum, which is facing a financial crisis that threatens its existence.

The museum has used the parade as a fundraising platform to maintain the operation of the state's site. At the same time, the Great Circus Train, Great Circus Festival and Great Circus Parade provide a demonstrated economic benefit to the state's economy in excess of \$25.5 million every year.

The proposal to make Circus World Museum eligible to receive operating funds from the state would ensure the survival of the museum, and would enable us to provide the economic impact that benefits all Wisconsin taxpayers.

No thoughtful person would dispute that the state's resources are very limited, and must be invested in a way that maximizes their effect for the good of all of Wisconsin's citizens.

We feel that the proposal would ensure that the state's resource — Circus World Museum and its priceless collection — would be able to continue to add to the rich cultural fabric of our state, and continue to provide much needed economic benefit to our state.

Should the proposal fail, that fabric fades forever. And the very real dollars that Circus World Museum helps generate every year go with it.

Ed Taylor,
Circus World Museum,
Baraboo

DOT working hard to streamline operations

Editor, *The Post-Crescent*:

The Post-Crescent's Dec. 4 editorial takes the Wisconsin Department of Transportation to task in the wake of an audit of highway costs. I must take the issue with your diagnosis of what is admittedly a challenging situation.

You criticize DOT for what you term "concessions" on projects that you call "too obliging." However, I am pretty sure affected communities have praised the DOT for our responsiveness and willingness to listen to local concerns. Should we not have responded positively to local development and traffic needs?

The Post-Crescent itself ran a Dec. 5 headline stating, "Highway's design boosts safety," in reference to the new U.S. 10. The article featured quotes from U.S. Rep. Tom Petri, R-Fond du Lac, and Fox Cities Chamber President Bill Welch praising the safety and economic benefits of the highway.

Would you suggest that we have ignored community needs and safety on U.S. 10? Should we not respond to communities and businesses as we plan for future U.S. 41 projects?

I agree that rising costs for major projects is a concern. As the audit suggests, the DOT is working to better estimate costs, evaluate design options and streamline review processes with other agencies.

We will continue to work with the Legislature to provide needed transportation solutions while maintaining fiscal accountability.

The Wisconsin DOT will continue to make its best efforts to provide both an effective and cost efficient highway system.

Frank J. Busalacchi,
Secretary,
Department of Transportation,
Madison



WISCONSIN STATE LEGISLATURE

Joint Audit Committee

Committee Co-Chairs:
State Senator Carol Roessler
State Representative Suzanne Jeskewitz

December 16, 2003

Mr. Frank Busalacchi, Secretary
Department of Transportation
4802 Sheboygan Avenue
Madison, Wisconsin 53707

Dear Mr. Busalacchi:

The Joint Legislative Audit Committee will hold a public hearing on Legislative Audit Bureau report 03-13, *An Evaluation: Major Highway Program*, on Monday, January 26, 2004, at 10:00 a.m. in Room 411 South of the State Capitol.

As this report relates to the activities of the Department of Transportation, we ask that you and appropriate members of your staff be present at the hearing to offer testimony in response to the evaluation findings and to address questions from committee members. Please plan to provide each committee member with a written copy of your testimony at the hearing.

Should you have questions about the hearing, please contact us.

Sincerely,

Senator Carol A. Roessler, Co-chair
Joint Legislative Audit Committee

Representative Suzanne Jeskewitz, Co-chair
Joint Legislative Audit Committee

Enclosure

cc: Janice Mueller
State Auditor



NEWS

Wisconsin Department of Transportation

Office of Public Affairs, P.O. Box 7910, Madison, WI 53707-7910
www.dot.wisconsin.gov

608/266-3581 FAX: 608/266-7186

12/26/03 #423

FOR INFORMATION CONTACT:

Scott Bush, (608)266-0254
Local and State Transportation Programs

Governor announces 2004 final figures of General Transportation Aids and Connecting Highway Aids to local governments

As part of his "Grow Wisconsin" initiative to support economic development through strategic investments in the state's transportation network, Governor Jim Doyle today released the final figures local governments will be receiving in 2004 for General Transportation Aids and Connecting Highway Aids payments.

The 2004 figures from the Wisconsin Department of Transportation (WisDOT) include \$373.3 million in General Transportation Aids to 1,922 units of government and \$12.9 million to 121 municipalities for Connecting Highway Aids.

"The state is an active partner in working with local governments to support a quality transportation system that supports the safe and efficient movement of both people and commerce," Governor Doyle said.

Next year local governments will receive an estimated \$386 million to build and maintain local bridges and roads from the state transportation fund. Quarterly payments are sent the first Monday in January, April, July, and October.

General Transportation Aids help defray the costs of constructing, maintaining, and operating roads and streets under local jurisdiction. Connecting Highway Aids reimburse municipalities for maintenance and traffic control of certain state highways within municipalities.

###

NOTE: This document can be viewed on the Internet at: <http://www.dot.wisconsin.gov/news>

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	11000	COUNTY OF COLUMBIA	\$0.00	\$1,529,151.82
1	11002	TOWN OF ARLINGTON	\$0.00	\$83,804.00
1	11004	TOWN OF CALEDONIA	\$0.00	\$137,878.75
1	11006	TOWN OF COLUMBUS	\$0.00	\$92,582.25
1	11008	TOWN OF COURTLAND	\$0.00	\$52,597.43
1	11010	TOWN OF DEKORRA	\$0.00	\$104,736.75
1	11012	TOWN OF FORT WINNEBAGO	\$0.00	\$66,430.00
1	11014	TOWN OF FOUNTAIN PRAIRIE	\$0.00	\$78,277.07
1	11016	TOWN OF HAMPDEN	\$0.00	\$77,307.00
1	11018	TOWN OF LEEDS	\$0.00	\$89,698.75
1	11020	TOWN OF LEWISTON	\$0.00	\$84,929.45
1	11022	TOWN OF LODI	\$0.00	\$61,791.84
1	11024	TOWN OF LOWVILLE	\$0.00	\$84,953.75
1	11026	TOWN OF MARCELLON	\$0.00	\$81,212.50
1	11028	TOWN OF NEWPORT	\$0.00	\$55,753.75
1	11030	TOWN OF OTSEGO	\$0.00	\$84,862.50
1	11032	TOWN OF PACIFIC	\$0.00	\$42,449.50
1	11034	TOWN OF RANDOLPH	\$0.00	\$72,251.75
1	11036	TOWN OF SCOTT	\$0.00	\$64,751.00
1	11038	TOWN OF SPRINGVALE	\$0.00	\$86,432.00
1	11040	TOWN OF WEST POINT	\$0.00	\$73,146.00
1	11042	TOWN OF WYOCENA	\$0.00	\$85,026.75
1	11101	VILLAGE OF ARLINGTON	\$0.00	\$19,580.84
1	11111	VILLAGE OF CAMBRIA	\$0.00	\$49,589.80
1	11116	VILLAGE OF DOYLESTOWN	\$0.00	\$14,326.25
1	11126	VILLAGE OF FALL RIVER	\$0.00	\$56,076.88
1	11127	VILLAGE OF FRIESLAND	\$0.00	\$9,438.31
1	11171	VILLAGE OF PARDEEVILLE	\$0.00	\$81,783.08
1	11172	VILLAGE OF POYNETTE	\$0.00	\$87,220.20
1	11177	VILLAGE OF RIO	\$0.00	\$61,354.62
1	11191	VILLAGE OF WYOCENA	\$0.00	\$13,957.06
1	11211	CITY OF COLUMBUS	\$44,428.88	\$293,951.16
1	11246	CITY OF LODI	\$0.00	\$144,905.51
1	11271	CITY OF PORTAGE	\$118,791.63	\$502,133.74
1	11291	CITY OF WISCONSIN DELLS	\$0.00	\$239,084.12
1	13000	COUNTY OF DANE	\$0.00	\$3,933,409.98
1	13002	TOWN OF ALBION	\$0.00	\$89,990.75
1	13004	TOWN OF BERRY	\$0.00	\$84,351.50
1	13006	TOWN OF BLACK EARTH	\$0.00	\$35,770.00
1	13008	TOWN OF BLOOMING GROVE	\$0.00	\$37,408.22
1	13010	TOWN OF BLUE MOUNDS	\$0.00	\$70,080.00
1	13012	TOWN OF BRISTOL	\$0.00	\$126,928.75
1	13014	TOWN OF BURKE	\$0.00	\$129,935.60
1	13016	TOWN OF CHRISTIANA	\$0.00	\$86,924.75
1	13018	TOWN OF COTTAGE GROVE	\$0.00	\$131,101.78
1	13020	TOWN OF CROSS PLAINS	\$0.00	\$79,807.25
1	13022	TOWN OF DANE	\$0.00	\$90,538.25
1	13024	TOWN OF DEERFIELD	\$0.00	\$86,815.25
1	13026	TOWN OF DUNKIRK	\$0.00	\$96,323.50
1	13028	TOWN OF DUNN	\$0.00	\$117,803.75
1	13032	TOWN OF MADISON	\$0.00	\$227,802.99
1	13034	TOWN OF MAZOMANIE	\$0.00	\$56,118.75
1	13036	TOWN OF MEDINA	\$0.00	\$82,964.50

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	13038	TOWN OF MIDDLETON	\$0.00	\$170,585.27
1	13040	TOWN OF MONTROSE	\$0.00	\$74,853.65
1	13042	TOWN OF OREGON	\$0.00	\$96,378.25
1	13044	TOWN OF PERRY	\$0.00	\$72,251.75
1	13046	TOWN OF PLEASANT SPRINGS	\$0.00	\$137,294.75
1	13048	TOWN OF PRIMROSE	\$0.00	\$77,726.75
1	13050	TOWN OF ROXBURY	\$0.00	\$84,260.25
1	13052	TOWN OF RUTLAND	\$0.00	\$83,895.25
1	13054	TOWN OF SPRINGDALE	\$0.00	\$96,323.50
1	13056	TOWN OF SPRINGFIELD	\$0.00	\$107,182.25
1	13058	TOWN OF SUN PRAIRIE	\$0.00	\$70,974.25
1	13060	TOWN OF VERMONT	\$0.00	\$72,525.50
1	13062	TOWN OF VERONA	\$0.00	\$85,866.25
1	13064	TOWN OF VIENNA	\$0.00	\$106,634.75
1	13066	TOWN OF WESTPORT	\$0.00	\$93,583.71
1	13068	TOWN OF WINDSOR	\$0.00	\$129,645.25
1	13070	TOWN OF YORK	\$0.00	\$85,355.25
1	13106	VILLAGE OF BELLEVILLE	\$0.00	\$95,760.95
1	13107	VILLAGE OF BLACK EARTH	\$0.00	\$75,523.22
1	13108	VILLAGE OF BLUE MOUNDS	\$0.00	\$14,589.12
1	13111	VILLAGE OF CAMBRIDGE	\$0.00	\$65,963.93
1	13112	VILLAGE OF COTTAGE GROVE	\$0.00	\$73,345.92
1	13113	VILLAGE OF CROSS PLAINS	\$0.00	\$139,812.58
1	13116	VILLAGE OF DANE	\$0.00	\$31,434.55
1	13117	VILLAGE OF DEERFIELD	\$0.00	\$135,183.55
1	13118	VILLAGE OF DEFOREST	\$0.00	\$269,148.56
1	13151	VILLAGE OF MAPLE BLUFF	\$0.00	\$98,429.62
1	13152	VILLAGE OF MARSHALL	\$0.00	\$147,871.60
1	13153	VILLAGE OF MAZOMANIE	\$0.00	\$84,831.59
1	13154	VILLAGE OF MCFARLAND	\$0.00	\$337,544.77
1	13157	VILLAGE OF MOUNT HOREB	\$0.00	\$249,583.33
1	13165	VILLAGE OF OREGON	\$0.00	\$333,914.94
1	13176	VILLAGE OF ROCKDALE	\$0.00	\$3,319.02
1	13181	VILLAGE OF SHOREWOOD HILLS	\$0.00	\$187,034.11
1	13191	VILLAGE OF WAUNAKEE	\$0.00	\$307,086.17
1	13225	CITY OF FITCHBURG	\$0.00	\$839,103.39
1	13251	CITY OF MADISON	\$588,274.98	\$5,948,861.06
1	13255	CITY OF MIDDLETON	\$0.00	\$875,873.60
1	13258	CITY OF MONONA	\$0.00	\$479,251.87
1	13281	CITY OF STOUGHTON	\$54,031.40	\$438,444.93
1	13282	CITY OF SUN PRAIRIE	\$61,934.62	\$1,062,598.90
1	13286	CITY OF VERONA	\$0.00	\$510,147.80
1	14000	COUNTY OF DODGE	\$0.00	\$2,388,812.55
1	14002	TOWN OF ASHIPUN	\$0.00	\$101,032.00
1	14004	TOWN OF BEAVER DAM	\$0.00	\$104,426.50
1	14006	TOWN OF BURNETT	\$0.00	\$52,030.75
1	14008	TOWN OF CALAMUS	\$0.00	\$73,091.25
1	14010	TOWN OF CHESTER	\$0.00	\$31,755.00
1	14012	TOWN OF CLYMAN	\$0.00	\$73,784.75
1	14014	TOWN OF ELBA	\$0.00	\$83,931.75
1	14016	TOWN OF EMMET	\$0.00	\$68,565.25
1	14018	TOWN OF FOX LAKE	\$0.00	\$67,707.50
1	14020	TOWN OF HERMAN	\$0.00	\$89,041.75

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	14022	TOWN OF HUBBARD	\$0.00	\$79,223.25
1	14024	TOWN OF HUSTISFORD	\$0.00	\$81,212.50
1	14026	TOWN OF LEBANON	\$0.00	\$87,052.50
1	14028	TOWN OF LEROY	\$0.00	\$68,601.75
1	14030	TOWN OF LOMIRA	\$0.00	\$72,324.75
1	14032	TOWN OF LOWELL	\$0.00	\$90,501.75
1	14034	TOWN OF OAK GROVE	\$0.00	\$59,914.75
1	14036	TOWN OF PORTLAND	\$0.00	\$78,493.25
1	14038	TOWN OF RUBICON	\$0.00	\$92,582.25
1	14040	TOWN OF SHIELDS	\$0.00	\$52,414.00
1	14042	TOWN OF THERESA	\$0.00	\$85,647.25
1	14044	TOWN OF TRENTON	\$0.00	\$120,121.50
1	14046	TOWN OF WESTFORD	\$0.00	\$58,600.75
1	14048	TOWN OF WILLIAMSTOWN	\$0.00	\$48,618.00
1	14106	VILLAGE OF BROWNSVILLE	\$0.00	\$24,495.25
1	14111	VILLAGE OF CLYMAN	\$0.00	\$16,701.17
1	14136	VILLAGE OF HUSTISFORD	\$0.00	\$70,264.73
1	14141	VILLAGE OF IRON RIDGE	\$0.00	\$29,144.85
1	14143	VILLAGE OF KEKOSKEE	\$0.00	\$2,981.68
1	14146	VILLAGE OF LOMIRA	\$0.00	\$109,902.88
1	14147	VILLAGE OF LOWELL	\$0.00	\$10,704.74
1	14161	VILLAGE OF NEOSHO	\$0.00	\$14,587.32
1	14176	VILLAGE OF RANDOLPH	\$0.00	\$97,461.08
1	14177	VILLAGE OF REESEVILLE	\$0.00	\$25,047.21
1	14186	VILLAGE OF THERESA	\$0.00	\$63,993.03
1	14206	CITY OF BEAVER DAM	\$50,158.04	\$693,980.57
1	14226	CITY OF FOX LAKE	\$0.00	\$112,162.46
1	14236	CITY OF HORICON	\$26,158.43	\$246,585.70
1	14241	CITY OF JUNEAU	\$7,955.40	\$199,445.31
1	14251	CITY OF MAYVILLE	\$22,922.33	\$370,269.62
1	14292	CITY OF WAUPUN	\$70,229.09	\$524,227.18
1	22000	COUNTY OF GRANT	\$0.00	\$1,143,918.07
1	22002	TOWN OF BEETOWN	\$0.00	\$107,328.25
1	22004	TOWN OF BLOOMINGTON	\$0.00	\$79,059.00
1	22006	TOWN OF BOSCOBEL	\$0.00	\$11,132.50
1	22008	TOWN OF CASSVILLE	\$0.00	\$48,910.00
1	22010	TOWN OF CASTLE ROCK	\$0.00	\$55,553.00
1	22012	TOWN OF CLIFTON	\$0.00	\$84,953.75
1	22014	TOWN OF ELLENBORO	\$0.00	\$84,789.50
1	22016	TOWN OF FENNIMORE	\$0.00	\$66,813.25
1	22018	TOWN OF GLEN HAVEN	\$0.00	\$92,472.75
1	22020	TOWN OF HARRISON	\$0.00	\$85,501.25
1	22022	TOWN OF HAZEL GREEN	\$0.00	\$84,150.75
1	22024	TOWN OF HICKORY GROVE	\$0.00	\$87,946.75
1	22026	TOWN OF JAMESTOWN	\$0.00	\$95,484.00
1	22028	TOWN OF LIBERTY	\$0.00	\$91,286.50
1	22030	TOWN OF LIMA	\$0.00	\$91,961.75
1	22032	TOWN OF LITTLE GRANT	\$0.00	\$78,420.25
1	22034	TOWN OF MARION	\$0.00	\$72,178.75
1	22036	TOWN OF MILLVILLE	\$0.00	\$31,773.25
1	22038	TOWN OF MOUNT HOPE	\$0.00	\$58,016.75
1	22040	TOWN OF MOUNT IDA	\$0.00	\$89,717.00
1	22042	TOWN OF MUSCODA	\$0.00	\$55,188.00

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	22044	TOWN OF NORTH LANCASTER	\$0.00	\$78,383.75
1	22046	TOWN OF PARIS	\$0.00	\$75,664.50
1	22048	TOWN OF PATCH GROVE	\$0.00	\$71,248.00
1	22050	TOWN OF PLATTEVILLE	\$0.00	\$71,357.50
1	22052	TOWN OF POTOSI	\$0.00	\$118,643.25
1	22054	TOWN OF SMELSER	\$0.00	\$93,932.75
1	22056	TOWN OF SOUTH LANCASTER	\$0.00	\$80,537.25
1	22058	TOWN OF WATERLOO	\$0.00	\$75,920.00
1	22060	TOWN OF WATTERSTOWN	\$0.00	\$41,956.75
1	22062	TOWN OF WINGVILLE	\$0.00	\$76,139.00
1	22064	TOWN OF WOODMAN	\$0.00	\$30,802.58
1	22066	TOWN OF WYALUSING	\$0.00	\$54,001.75
1	22106	VILLAGE OF BAGLEY	\$0.00	\$13,033.85
1	22107	VILLAGE OF BLOOMINGTON	\$0.00	\$47,716.16
1	22108	VILLAGE OF BLUE RIVER	\$0.00	\$17,669.24
1	22111	VILLAGE OF CASSVILLE	\$0.00	\$60,775.34
1	22116	VILLAGE OF DICKEYVILLE	\$0.00	\$52,693.17
1	22136	VILLAGE OF HAZEL GREEN	\$0.00	\$76,975.26
1	22147	VILLAGE OF LIVINGSTON	\$0.00	\$36,934.51
1	22151	VILLAGE OF MONTFORT	\$0.00	\$29,882.56
1	22152	VILLAGE OF MOUNT HOPE	\$0.00	\$3,721.29
1	22153	VILLAGE OF MUSCODA	\$0.00	\$84,553.13
1	22171	VILLAGE OF PATCH GROVE	\$0.00	\$4,990.16
1	22172	VILLAGE OF POTOSI	\$0.00	\$31,812.67
1	22186	VILLAGE OF TENNYSON	\$0.00	\$4,995.05
1	22191	VILLAGE OF WOODMAN	\$0.00	\$3,686.50
1	22206	CITY OF BOSCOBEL	\$12,944.38	\$151,165.44
1	22211	CITY OF CUBA CITY	\$0.00	\$108,459.69
1	22226	CITY OF FENNIMORE	\$0.00	\$145,970.36
1	22246	CITY OF LANCASTER	\$35,428.50	\$254,076.11
1	22271	CITY OF PLATTEVILLE	\$41,007.38	\$345,709.23
1	23000	COUNTY OF GREEN	\$0.00	\$695,099.41
1	23002	TOWN OF ADAMS	\$0.00	\$76,650.00
1	23004	TOWN OF ALBANY	\$0.00	\$61,593.75
1	23006	TOWN OF BROOKLYN	\$0.00	\$77,726.75
1	23008	TOWN OF CADIZ	\$0.00	\$100,849.50
1	23010	TOWN OF CLARNO	\$0.00	\$112,347.00
1	23012	TOWN OF DECATUR	\$0.00	\$73,365.00
1	23014	TOWN OF EXETER	\$0.00	\$72,835.75
1	23016	TOWN OF JEFFERSON	\$0.00	\$106,142.00
1	23018	TOWN OF JORDAN	\$0.00	\$80,628.50
1	23020	TOWN OF MONROE	\$0.00	\$59,075.25
1	23022	TOWN OF MOUNT PLEASANT	\$0.00	\$70,116.50
1	23024	TOWN OF NEW GLARUS	\$0.00	\$74,496.50
1	23026	TOWN OF SPRING GROVE	\$0.00	\$92,545.75
1	23028	TOWN OF SYLVESTER	\$0.00	\$79,606.50
1	23030	TOWN OF WASHINGTON	\$0.00	\$76,248.50
1	23032	TOWN OF YORK	\$0.00	\$75,390.75
1	23101	VILLAGE OF ALBANY	\$0.00	\$56,619.71
1	23109	VILLAGE OF BROOKLYN	\$0.00	\$46,191.28
1	23110	VILLAGE OF BROWNTOWN	\$0.00	\$11,734.99
1	23151	VILLAGE OF MONTICELLO	\$0.00	\$49,927.73
1	23161	VILLAGE OF NEW GLARUS	\$0.00	\$155,834.74

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	23206	CITY OF BRODHEAD	\$22,517.82	\$164,708.74
1	23251	CITY OF MONROE	\$42,333.07	\$496,432.68
1	25000	COUNTY OF IOWA	\$0.00	\$871,800.52
1	25002	TOWN OF ARENA	\$0.00	\$141,948.50
1	25004	TOWN OF BRIGHAM	\$0.00	\$105,247.75
1	25006	TOWN OF CLYDE	\$0.00	\$52,103.75
1	25008	TOWN OF DODGEVILLE	\$0.00	\$130,049.50
1	25010	TOWN OF EDEN	\$0.00	\$65,116.00
1	25012	TOWN OF HIGHLAND	\$0.00	\$129,739.25
1	25014	TOWN OF LINDEN	\$0.00	\$96,469.50
1	25016	TOWN OF MIFFLIN	\$0.00	\$78,128.25
1	25018	TOWN OF MINERAL POINT	\$0.00	\$92,856.00
1	25020	TOWN OF MOSCOW	\$0.00	\$71,832.00
1	25022	TOWN OF PULASKI	\$0.00	\$67,981.25
1	25024	TOWN OF RIDGEWAY	\$0.00	\$88,968.75
1	25026	TOWN OF WALDWICK	\$0.00	\$58,710.25
1	25028	TOWN OF WYOMING	\$0.00	\$54,111.25
1	25101	VILLAGE OF ARENA	\$0.00	\$24,260.08
1	25102	VILLAGE OF AVOCA	\$0.00	\$18,917.22
1	25106	VILLAGE OF BARNEVELD	\$0.00	\$38,372.12
1	25111	VILLAGE OF COBB	\$0.00	\$23,019.94
1	25136	VILLAGE OF HIGHLAND	\$0.00	\$36,845.62
1	25137	VILLAGE OF HOLLANDALE	\$0.00	\$15,457.22
1	25146	VILLAGE OF LINDEN	\$0.00	\$21,367.87
1	25176	VILLAGE OF REWEY	\$0.00	\$7,243.14
1	25177	VILLAGE OF RIDGEWAY	\$0.00	\$28,104.88
1	25216	CITY OF DODGEVILLE	\$22,787.50	\$316,502.24
1	25251	CITY OF MINERAL POINT	\$0.00	\$126,260.22
1	28000	COUNTY OF JEFFERSON	\$0.00	\$1,669,343.98
1	28002	TOWN OF AZTALAN	\$0.00	\$62,013.50
1	28004	TOWN OF COLD SPRING	\$0.00	\$44,730.75
1	28006	TOWN OF CONCORD	\$0.00	\$91,998.25
1	28008	TOWN OF FARMINGTON	\$0.00	\$100,758.25
1	28010	TOWN OF HEBRON	\$0.00	\$67,506.75
1	28012	TOWN OF IXONIA	\$0.00	\$120,484.81
1	28014	TOWN OF JEFFERSON	\$0.00	\$81,066.50
1	28016	TOWN OF KOSHKONONG	\$0.00	\$123,990.50
1	28018	TOWN OF LAKE MILLS	\$0.00	\$68,528.75
1	28020	TOWN OF MILFORD	\$0.00	\$77,672.00
1	28022	TOWN OF OAKLAND	\$0.00	\$91,341.25
1	28024	TOWN OF PALMYRA	\$0.00	\$69,806.25
1	28026	TOWN OF SULLIVAN	\$0.00	\$72,124.00
1	28028	TOWN OF SUMNER	\$0.00	\$46,300.25
1	28030	TOWN OF WATERLOO	\$0.00	\$72,270.00
1	28032	TOWN OF WATERTOWN	\$0.00	\$101,853.25
1	28141	VILLAGE OF JOHNSON CREEK	\$0.00	\$101,082.26
1	28171	VILLAGE OF PALMYRA	\$0.00	\$113,347.28
1	28181	VILLAGE OF SULLIVAN	\$0.00	\$16,074.88
1	28226	CITY OF FORT ATKINSON	\$83,766.28	\$539,981.08
1	28241	CITY OF JEFFERSON	\$48,642.55	\$399,988.12
1	28246	CITY OF LAKE MILLS	\$22,787.50	\$280,722.34
1	28290	CITY OF WATERLOO	\$0.00	\$203,564.00
1	28291	CITY OF WATERTOWN	\$103,876.44	\$1,061,321.83

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	33000	COUNTY OF LAFAYETTE	\$0.00	\$568,531.75
1	33002	TOWN OF ARGYLE	\$0.00	\$66,484.75
1	33004	TOWN OF BELMONT	\$0.00	\$79,022.50
1	33006	TOWN OF BENTON	\$0.00	\$56,100.50
1	33008	TOWN OF BLANCHARD	\$0.00	\$38,635.25
1	33010	TOWN OF DARLINGTON	\$0.00	\$96,633.75
1	33012	TOWN OF ELK GROVE	\$0.00	\$73,237.25
1	33014	TOWN OF FAYETTE	\$0.00	\$50,862.75
1	33016	TOWN OF GRATIOT	\$0.00	\$112,292.25
1	33018	TOWN OF KENDALL	\$0.00	\$74,551.25
1	33020	TOWN OF LAMONT	\$0.00	\$52,669.50
1	33022	TOWN OF MONTICELLO	\$0.00	\$37,186.20
1	33024	TOWN OF NEW DIGGINGS	\$0.00	\$58,144.50
1	33026	TOWN OF SEYMOUR	\$0.00	\$66,557.75
1	33028	TOWN OF SHULLSBURG	\$0.00	\$75,427.25
1	33030	TOWN OF WAYNE	\$0.00	\$77,982.25
1	33032	TOWN OF WHITE OAK SPRINGS	\$0.00	\$30,203.75
1	33034	TOWN OF WILLOW SPRINGS	\$0.00	\$88,494.25
1	33036	TOWN OF WIOTA	\$0.00	\$123,479.50
1	33101	VILLAGE OF ARGYLE	\$0.00	\$29,825.73
1	33106	VILLAGE OF BELMONT	\$0.00	\$40,810.16
1	33107	VILLAGE OF BENTON	\$0.00	\$41,925.49
1	33108	VILLAGE OF BLANCHARDVILLE	\$0.00	\$37,642.89
1	33131	VILLAGE OF GRATIOT	\$0.00	\$13,870.62
1	33181	VILLAGE OF SOUTH WAYNE	\$0.00	\$24,938.57
1	33216	CITY OF DARLINGTON	\$0.00	\$103,007.12
1	33281	CITY OF SHULLSBURG	\$0.00	\$96,686.63
1	53000	COUNTY OF ROCK	\$0.00	\$1,811,518.18
1	53002	TOWN OF AVON	\$0.00	\$80,354.75
1	53004	TOWN OF БЕЛОИТ	\$0.00	\$166,756.05
1	53006	TOWN OF BRADFORD	\$0.00	\$97,874.75
1	53008	TOWN OF CENTER	\$0.00	\$87,709.50
1	53010	TOWN OF CLINTON	\$0.00	\$70,609.25
1	53012	TOWN OF FULTON	\$0.00	\$111,726.50
1	53014	TOWN OF HARMONY	\$0.00	\$86,559.75
1	53016	TOWN OF JANESVILLE	\$0.00	\$89,151.25
1	53018	TOWN OF JOHNSTOWN	\$0.00	\$71,010.75
1	53020	TOWN OF LAPRAIRIE	\$0.00	\$79,862.00
1	53022	TOWN OF LIMA	\$0.00	\$83,384.25
1	53024	TOWN OF MAGNOLIA	\$0.00	\$77,142.75
1	53026	TOWN OF MILTON	\$0.00	\$84,680.00
1	53028	TOWN OF NEWARK	\$0.00	\$92,983.75
1	53030	TOWN OF PLYMOUTH	\$0.00	\$89,899.50
1	53032	TOWN OF PORTER	\$0.00	\$99,772.75
1	53034	TOWN OF ROCK	\$0.00	\$93,821.30
1	53036	TOWN OF SPRING VALLEY	\$0.00	\$106,616.50
1	53038	TOWN OF TURTLE	\$0.00	\$80,610.25
1	53040	TOWN OF UNION	\$0.00	\$98,458.75
1	53111	VILLAGE OF CLINTON	\$0.00	\$104,250.99
1	53126	VILLAGE OF FOOTVILLE	\$0.00	\$20,225.46
1	53165	VILLAGE OF ORFORDVILLE	\$0.00	\$69,467.65
1	53206	CITY OF БЕЛОИТ	\$276,603.39	\$1,360,653.35
1	53221	CITY OF EDGERTON	\$52,957.34	\$267,583.35

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
1	53222	CITY OF EVANSVILLE	\$32,900.29	\$200,457.75
1	53241	CITY OF JANESVILLE	\$309,404.93	\$1,962,721.79
1	53257	CITY OF MILTON	\$49,350.44	\$258,024.45
1	56000	COUNTY OF SAUK	\$0.00	\$1,230,880.94
1	56002	TOWN OF BARABOO	\$0.00	\$95,995.00
1	56004	TOWN OF BEAR CREEK	\$0.00	\$79,880.25
1	56006	TOWN OF DELLONA	\$0.00	\$89,790.00
1	56008	TOWN OF DELTON	\$0.00	\$96,871.00
1	56010	TOWN OF EXCELSIOR	\$0.00	\$94,535.00
1	56012	TOWN OF FAIRFIELD	\$0.00	\$61,356.50
1	56014	TOWN OF FRANKLIN	\$0.00	\$112,931.00
1	56016	TOWN OF FREEDOM	\$0.00	\$76,723.00
1	56018	TOWN OF GREENFIELD	\$0.00	\$63,802.00
1	56020	TOWN OF HONEY CREEK	\$0.00	\$99,882.25
1	56022	TOWN OF IRONTON	\$0.00	\$81,833.00
1	56024	TOWN OF LA VALLE	\$0.00	\$134,776.25
1	56026	TOWN OF MERRIMAC	\$0.00	\$53,052.75
1	56028	TOWN OF PRAIRIE DU SAC	\$0.00	\$74,204.50
1	56030	TOWN OF REEDSBURG	\$0.00	\$75,701.00
1	56032	TOWN OF SPRING GREEN	\$0.00	\$112,182.75
1	56034	TOWN OF SUMPTER	\$0.00	\$37,816.78
1	56036	TOWN OF TROY	\$0.00	\$82,398.75
1	56038	TOWN OF WASHINGTON	\$0.00	\$95,265.00
1	56040	TOWN OF WESTFIELD	\$0.00	\$92,673.50
1	56042	TOWN OF WINFIELD	\$0.00	\$75,427.25
1	56044	TOWN OF WOODLAND	\$0.00	\$116,982.50
1	56141	VILLAGE OF IRONTON	\$0.00	\$6,132.00
1	56146	VILLAGE OF LAKE DELTON	\$0.00	\$226,307.42
1	56147	VILLAGE OF LA VALLE	\$0.00	\$14,834.42
1	56148	VILLAGE OF LIME RIDGE	\$0.00	\$1,591.85
1	56149	VILLAGE OF LOGANVILLE	\$0.00	\$19,652.13
1	56151	VILLAGE OF MERRIMAC	\$0.00	\$11,307.37
1	56161	VILLAGE OF NORTH FREEDOM	\$0.00	\$20,956.32
1	56171	VILLAGE OF PLAIN	\$0.00	\$29,546.07
1	56172	VILLAGE OF PRAIRIE DU SAC	\$0.00	\$193,263.93
1	56176	VILLAGE OF ROCK SPRINGS	\$0.00	\$10,388.50
1	56181	VILLAGE OF SAUK CITY	\$0.00	\$181,112.17
1	56182	VILLAGE OF SPRING GREEN	\$0.00	\$78,698.77
1	56191	VILLAGE OF WEST BARABOO	\$0.00	\$85,721.38
1	56206	CITY OF BARABOO	\$96,286.23	\$698,968.25
1	56276	CITY OF REEDSBURG	\$50,901.07	\$406,985.95
2	20000	COUNTY OF FOND DU LAC	\$0.00	\$1,459,485.61
2	20002	TOWN OF ALTO	\$0.00	\$75,427.25
2	20004	TOWN OF ASHFORD	\$0.00	\$113,606.25
2	20006	TOWN OF AUBURN	\$0.00	\$79,442.25
2	20008	TOWN OF BYRON	\$0.00	\$80,154.00
2	20010	TOWN OF CALUMET	\$0.00	\$54,969.00
2	20012	TOWN OF EDEN	\$0.00	\$70,189.50
2	20014	TOWN OF ELDORADO	\$0.00	\$99,097.50
2	20016	TOWN OF EMPIRE	\$0.00	\$88,384.75
2	20018	TOWN OF FOND DU LAC	\$0.00	\$46,939.32
2	20020	TOWN OF FOREST	\$0.00	\$90,374.00
2	20022	TOWN OF FRIENDSHIP	\$0.00	\$44,128.50

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
2	20024	TOWN OF LAMARTINE	\$0.00	\$78,803.50
2	20026	TOWN OF MARSHFIELD	\$0.00	\$74,003.75
2	20028	TOWN OF METOMEN	\$0.00	\$86,267.75
2	20030	TOWN OF OAKFIELD	\$0.00	\$66,010.25
2	20032	TOWN OF OSCEOLA	\$0.00	\$77,745.00
2	20034	TOWN OF RIPON	\$0.00	\$77,051.50
2	20036	TOWN OF ROSENDALE	\$0.00	\$79,040.75
2	20038	TOWN OF SPRINGVALE	\$0.00	\$68,200.25
2	20040	TOWN OF TAYCHEEDAH	\$0.00	\$111,087.75
2	20042	TOWN OF WAUPUN	\$0.00	\$79,478.75
2	20106	VILLAGE OF BRANDON	\$0.00	\$44,497.72
2	20111	VILLAGE OF CAMPBELLSPORT	\$0.00	\$81,874.27
2	20121	VILLAGE OF EDEN	\$0.00	\$22,484.28
2	20126	VILLAGE OF FAIRWATER	\$0.00	\$6,385.12
2	20151	VILLAGE OF MOUNT CALVARY	\$0.00	\$11,207.66
2	20161	VILLAGE OF NORTH FOND DU LAC	\$34,080.12	\$299,855.75
2	20165	VILLAGE OF OAKFIELD	\$0.00	\$49,202.22
2	20176	VILLAGE OF ROSENDALE	\$0.00	\$41,382.49
2	20181	VILLAGE OF SAINT CLOUD	\$0.00	\$9,565.53
2	20226	CITY OF FOND DU LAC	\$303,319.88	\$1,842,009.96
2	20276	CITY OF RIPON	\$82,419.28	\$400,781.80
2	30000	COUNTY OF KENOSHA	\$0.00	\$2,313,112.54
2	30002	TOWN OF BRIGHTON	\$0.00	\$29,236.50
2	30004	TOWN OF BRISTOL	\$0.00	\$68,940.90
2	30006	TOWN OF PARIS	\$0.00	\$13,264.99
2	30010	TOWN OF RANDALL	\$0.00	\$52,673.97
2	30012	TOWN OF SALEM	\$0.00	\$179,520.29
2	30014	TOWN OF SOMERS	\$0.00	\$100,928.01
2	30016	TOWN OF WHEATLAND	\$0.00	\$56,666.25
2	30171	VILLAGE OF PADDOCK LAKE	\$0.00	\$96,378.75
2	30174	VILLAGE OF PLEASANT PRAIRIE	\$0.00	\$775,493.75
2	30181	VILLAGE OF SILVER LAKE	\$0.00	\$65,412.46
2	30186	VILLAGE OF TWIN LAKES	\$0.00	\$217,284.77
2	30241	CITY OF KENOSHA	\$278,846.42	\$2,521,402.78
2	40000	COUNTY OF MILWAUKEE	\$0.00	\$4,831,524.08
2	40106	VILLAGE OF BAYSIDE	\$0.00	\$363,881.15
2	40107	VILLAGE OF BROWN DEER	\$0.00	\$504,012.09
2	40126	VILLAGE OF FOX POINT	\$35,866.71	\$427,497.46
2	40131	VILLAGE OF GREENDALE	\$0.00	\$483,670.12
2	40136	VILLAGE OF HALES CORNERS	\$0.00	\$295,180.74
2	40176	VILLAGE OF RIVER HILLS	\$0.00	\$254,361.95
2	40181	VILLAGE OF SHOREWOOD	\$46,773.74	\$474,569.12
2	40191	VILLAGE OF WEST MILWAUKEE	\$25,484.24	\$397,456.23
2	40192	VILLAGE OF WHITEFISH BAY	\$46,167.31	\$612,338.46
2	40211	CITY OF CUDAHY	\$98,164.22	\$1,157,675.42
2	40226	CITY OF FRANKLIN	\$0.00	\$1,234,078.60
2	40231	CITY OF GLENDALE	\$58,374.26	\$1,231,546.60
2	40236	CITY OF GREENFIELD	\$0.00	\$1,222,209.23
2	40251	CITY OF MILWAUKEE	\$1,950,266.84	\$23,135,438.39
2	40265	CITY OF OAK CREEK	\$0.00	\$1,488,063.63
2	40281	CITY OF SAINT FRANCIS	\$51,238.16	\$514,799.86
2	40282	CITY OF SOUTH MILWAUKEE	\$48,514.80	\$788,974.44
2	40291	CITY OF WAUWATOSA	\$143,642.77	\$2,306,138.64

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
2	40292	CITY OF WEST ALLIS	\$72,087.88	\$2,012,618.53
2	45000	COUNTY OF OZAUKEE	\$0.00	\$1,024,391.48
2	45002	TOWN OF BELGIUM	\$0.00	\$87,417.50
2	45004	TOWN OF CEDARBURG	\$0.00	\$130,310.78
2	45006	TOWN OF FREDONIA	\$0.00	\$93,312.25
2	45008	TOWN OF GRAFTON	\$0.00	\$76,212.00
2	45012	TOWN OF PORT WASHINGTON	\$0.00	\$42,157.50
2	45014	TOWN OF SAUKVILLE	\$0.00	\$72,288.25
2	45106	VILLAGE OF BELGIUM	\$0.00	\$56,001.85
2	45126	VILLAGE OF FREDONIA	\$0.00	\$85,462.62
2	45131	VILLAGE OF GRAFTON	\$56,965.76	\$537,146.70
2	45181	VILLAGE OF SAUKVILLE	\$0.00	\$207,572.25
2	45186	VILLAGE OF THIENSVILLE	\$0.00	\$185,129.07
2	45211	CITY OF CEDARBURG	\$0.00	\$554,125.11
2	45255	CITY OF MEQUON	\$72,185.33	\$915,708.54
2	45271	CITY OF PORT WASHINGTON	\$69,016.21	\$473,888.88
2	51000	COUNTY OF RACINE	\$0.00	\$1,944,610.79
2	51002	TOWN OF BURLINGTON	\$0.00	\$155,862.38
2	51004	TOWN OF CALEDONIA	\$0.00	\$692,024.28
2	51006	TOWN OF DOVER	\$0.00	\$67,415.50
2	51008	TOWN OF MOUNT PLEASANT	\$0.00	\$814,342.98
2	51010	TOWN OF NORWAY	\$0.00	\$158,538.25
2	51012	TOWN OF RAYMOND	\$0.00	\$109,280.80
2	51014	TOWN OF ROCHESTER	\$0.00	\$28,737.23
2	51016	TOWN OF WATERFORD	\$0.00	\$144,996.44
2	51018	TOWN OF YORKVILLE	\$0.00	\$91,961.75
2	51121	VILLAGE OF ELMWOOD PARK	\$0.00	\$8,889.69
2	51161	VILLAGE OF NORTH BAY	\$0.00	\$16,469.05
2	51176	VILLAGE OF ROCHESTER	\$0.00	\$7,658.09
2	51181	VILLAGE OF STURTEVANT	\$0.00	\$500,541.96
2	51186	VILLAGE OF UNION GROVE	\$9,573.45	\$151,882.60
2	51191	VILLAGE OF WATERFORD	\$0.00	\$221,311.06
2	51192	VILLAGE OF WIND POINT	\$0.00	\$82,873.27
2	51206	CITY OF BURLINGTON	\$96,892.65	\$644,071.75
2	51276	CITY OF RACINE	\$291,616.15	\$3,546,405.13
2	64000	COUNTY OF WALWORTH	\$0.00	\$2,030,203.31
2	64002	TOWN OF BLOOMFIELD	\$0.00	\$153,701.50
2	64004	TOWN OF DARIEN	\$0.00	\$71,686.00
2	64006	TOWN OF DELAVAN	\$0.00	\$189,553.04
2	64008	TOWN OF EAST TROY	\$0.00	\$126,113.24
2	64010	TOWN OF GENEVA	\$0.00	\$176,918.86
2	64012	TOWN OF LA FAYETTE	\$0.00	\$78,128.25
2	64014	TOWN OF LA GRANGE	\$0.00	\$116,252.50
2	64016	TOWN OF LINN	\$0.00	\$145,779.26
2	64018	TOWN OF LYONS	\$0.00	\$101,999.25
2	64020	TOWN OF RICHMOND	\$0.00	\$90,465.25
2	64022	TOWN OF SHARON	\$0.00	\$75,171.75
2	64024	TOWN OF SPRING PRAIRIE	\$0.00	\$76,037.71
2	64026	TOWN OF SUGAR CREEK	\$0.00	\$110,540.25
2	64028	TOWN OF TROY	\$0.00	\$73,857.75
2	64030	TOWN OF WALWORTH	\$0.00	\$73,711.75
2	64032	TOWN OF WHITEWATER	\$0.00	\$81,522.75
2	64116	VILLAGE OF DARIEN	\$0.00	\$100,327.81

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
2	64121	VILLAGE OF EAST TROY	\$0.00	\$155,395.86
2	64126	VILLAGE OF FONTANA	\$0.00	\$223,676.93
2	64131	VILLAGE OF GENOA CITY	\$0.00	\$63,909.02
2	64181	VILLAGE OF SHARON	\$0.00	\$58,424.08
2	64191	VILLAGE OF WALWORTH	\$0.00	\$105,139.89
2	64192	VILLAGE OF WILLIAMS BAY	\$0.00	\$145,246.22
2	64216	CITY OF DELAVAN	\$70,890.70	\$444,446.62
2	64221	CITY OF ELKHORN	\$92,397.24	\$524,188.42
2	64246	CITY OF LAKE GENEVA	\$50,563.97	\$566,086.73
2	64291	CITY OF WHITEWATER	\$101,294.20	\$517,707.21
2	66000	COUNTY OF WASHINGTON	\$0.00	\$1,930,848.75
2	66002	TOWN OF ADDISON	\$0.00	\$114,737.75
2	66004	TOWN OF BARTON	\$0.00	\$81,814.75
2	66006	TOWN OF ERIN	\$0.00	\$101,689.00
2	66008	TOWN OF FARMINGTON	\$0.00	\$116,891.25
2	66010	TOWN OF GERMANTOWN	\$0.00	\$8,139.50
2	66012	TOWN OF HARTFORD	\$0.00	\$89,826.50
2	66014	TOWN OF JACKSON	\$0.00	\$95,666.50
2	66016	TOWN OF KEWASKUM	\$0.00	\$71,613.00
2	66018	TOWN OF POLK	\$0.00	\$107,839.25
2	66020	TOWN OF RICHFIELD	\$0.00	\$235,990.75
2	66022	TOWN OF TRENTON	\$0.00	\$118,132.25
2	66024	TOWN OF WAYNE	\$0.00	\$92,235.50
2	66026	TOWN OF WEST BEND	\$0.00	\$81,687.00
2	66131	VILLAGE OF GERMANTOWN	\$84,627.02	\$880,977.88
2	66141	VILLAGE OF JACKSON	\$0.00	\$177,459.98
2	66142	VILLAGE OF KEWASKUM	\$0.00	\$120,704.76
2	66161	VILLAGE OF NEWBURG	\$0.00	\$31,208.02
2	66181	VILLAGE OF SLINGER	\$16,854.66	\$159,854.70
2	66236	CITY OF HARTFORD	\$75,589.18	\$454,098.50
2	66291	CITY OF WEST BEND	\$136,037.06	\$1,535,133.49
2	67000	COUNTY OF WAUKESHA	\$0.00	\$5,534,609.48
2	67002	TOWN OF BROOKFIELD	\$0.00	\$342,860.97
2	67004	TOWN OF DELAFIELD	\$0.00	\$117,853.83
2	67006	TOWN OF EAGLE	\$0.00	\$70,956.00
2	67008	TOWN OF GENESEE	\$0.00	\$137,659.75
2	67010	TOWN OF LISBON	\$0.00	\$188,921.16
2	67014	TOWN OF MERTON	\$0.00	\$145,519.64
2	67016	TOWN OF MUKWONAGO	\$0.00	\$123,899.25
2	67022	TOWN OF OCONOMOWOC	\$0.00	\$249,260.13
2	67024	TOWN OF OTTAWA	\$0.00	\$71,435.21
2	67028	TOWN OF SUMMIT	\$0.00	\$140,262.88
2	67030	TOWN OF VERNON	\$0.00	\$177,508.65
2	67032	TOWN OF WAUKESHA	\$0.00	\$116,581.00
2	67106	VILLAGE OF BIG BEND	\$0.00	\$63,078.00
2	67107	VILLAGE OF BUTLER	\$0.00	\$205,292.29
2	67111	VILLAGE OF CHENEQUA	\$0.00	\$131,315.23
2	67116	VILLAGE OF DOUSMAN	\$0.00	\$38,124.81
2	67121	VILLAGE OF EAGLE	\$0.00	\$46,952.48
2	67122	VILLAGE OF ELM GROVE	\$0.00	\$360,470.74
2	67136	VILLAGE OF HARTLAND	\$0.00	\$444,646.34
2	67146	VILLAGE OF LAC LA BELLE	\$0.00	\$14,297.24
2	67147	VILLAGE OF LANNON	\$0.00	\$15,648.39

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
2	67151	VILLAGE OF MENOMONEE FALLS	\$199,106.29	\$1,874,972.96
2	67152	VILLAGE OF MERTON	\$0.00	\$44,688.95
2	67153	VILLAGE OF MUKWONAGO	\$0.00	\$390,671.70
2	67158	VILLAGE OF NASHOTAH	\$0.00	\$28,335.41
2	67161	VILLAGE OF NORTH PRAIRIE	\$0.00	\$35,502.78
2	67166	VILLAGE OF OCONOMOWOC LAKE	\$0.00	\$71,414.11
2	67171	VILLAGE OF PEWAUKEE	\$0.00	\$332,787.27
2	67181	VILLAGE OF SUSSEX	\$0.00	\$462,737.69
2	67191	VILLAGE OF WALES	\$0.00	\$59,615.35
2	67206	CITY OF BROOKFIELD	\$56,142.38	\$1,791,183.18
2	67216	CITY OF DELAFIELD	\$0.00	\$306,400.13
2	67251	CITY OF MUSKEGO	\$0.00	\$711,722.95
2	67261	CITY OF NEW BERLIN	\$56,142.38	\$1,399,075.38
2	67265	CITY OF OCONOMOWOC	\$61,308.62	\$470,343.67
2	67270	CITY OF PEWAUKEE	\$0.00	\$375,763.04
2	67291	CITY OF WAUKESHA	\$91,742.16	\$2,163,323.36
3	05000	COUNTY OF BROWN	\$0.00	\$2,549,071.07
3	05006	TOWN OF BELLEVUE	\$0.00	\$322,047.95
3	05010	TOWN OF EATON	\$0.00	\$76,321.50
3	05012	TOWN OF GLENMORE	\$0.00	\$109,974.50
3	05014	TOWN OF GREEN BAY	\$0.00	\$74,405.25
3	05018	TOWN OF HOLLAND	\$0.00	\$99,042.75
3	05022	TOWN OF HUMBOLDT	\$0.00	\$66,320.50
3	05024	TOWN OF LAWRENCE	\$0.00	\$79,697.75
3	05025	TOWN OF LEDGEVIEW	\$0.00	\$130,339.10
3	05026	TOWN OF MORRISON	\$0.00	\$97,528.00
3	05028	TOWN OF NEW DENMARK	\$0.00	\$116,088.25
3	05030	TOWN OF PITTSFIELD	\$0.00	\$131,472.98
3	05034	TOWN OF ROCKLAND	\$0.00	\$78,748.75
3	05036	TOWN OF SCOTT	\$0.00	\$72,233.50
3	05038	TOWN OF SUAMICO	\$0.00	\$239,520.48
3	05040	TOWN OF WRIGHTSTOWN	\$0.00	\$96,250.50
3	05102	VILLAGE OF ALLOUEZ	\$0.00	\$288,651.98
3	05104	VILLAGE OF ASHWAUBENON	\$0.00	\$1,698,848.84
3	05116	VILLAGE OF DENMARK	\$0.00	\$90,928.00
3	05126	VILLAGE OF HOBART	\$0.00	\$202,182.10
3	05136	VILLAGE OF HOWARD	\$23,279.28	\$873,349.51
3	05171	VILLAGE OF PULASKI	\$0.00	\$160,013.50
3	05191	VILLAGE OF WRIGHTSTOWN	\$0.00	\$46,470.50
3	05216	CITY OF DE PERE	\$72,537.45	\$916,010.74
3	05231	CITY OF GREEN BAY	\$676,062.65	\$3,919,833.47
3	08000	COUNTY OF CALUMET	\$0.00	\$695,165.23
3	08002	TOWN OF BRILLION	\$0.00	\$97,655.75
3	08004	TOWN OF BROTHERTOWN	\$0.00	\$97,874.75
3	08006	TOWN OF CHARLESTOWN	\$0.00	\$66,868.00
3	08008	TOWN OF CHILTON	\$0.00	\$82,544.75
3	08010	TOWN OF HARRISON	\$0.00	\$149,139.00
3	08012	TOWN OF NEW HOLSTEIN	\$0.00	\$89,388.50
3	08014	TOWN OF RANTOUL	\$0.00	\$83,475.50
3	08016	TOWN OF STOCKBRIDGE	\$0.00	\$105,412.00
3	08018	TOWN OF WOODVILLE	\$0.00	\$85,592.50
3	08136	VILLAGE OF HILBERT	\$0.00	\$51,402.85
3	08160	VILLAGE OF POTTER	\$0.00	\$3,806.33

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
3	08179	VILLAGE OF SHERWOOD	\$0.00	\$52,148.10
3	08181	VILLAGE OF STOCKBRIDGE	\$0.00	\$18,755.72
3	08206	CITY OF BRILLION	\$8,090.24	\$191,163.68
3	08211	CITY OF CHILTON	\$30,742.90	\$259,349.24
3	08261	CITY OF NEW HOLSTEIN	\$23,866.20	\$210,933.41
3	15000	COUNTY OF DOOR	\$0.00	\$676,172.22
3	15002	TOWN OF BAILEYS HARBOR	\$0.00	\$72,178.75
3	15004	TOWN OF BRUSSELS	\$0.00	\$94,133.50
3	15006	TOWN OF CLAY BANKS	\$0.00	\$39,833.83
3	15008	TOWN OF EGG HARBOR	\$0.00	\$103,696.50
3	15010	TOWN OF FORESTVILLE	\$0.00	\$83,475.50
3	15012	TOWN OF GARDNER	\$0.00	\$89,370.25
3	15014	TOWN OF GIBRALTAR	\$0.00	\$107,091.00
3	15016	TOWN OF JACKSONPORT	\$0.00	\$85,683.75
3	15018	TOWN OF LIBERTY GROVE	\$0.00	\$182,992.75
3	15020	TOWN OF NASEWAUPEE	\$0.00	\$118,150.50
3	15022	TOWN OF SEVASTOPOL	\$0.00	\$153,628.50
3	15024	TOWN OF STURGEON BAY	\$0.00	\$55,899.75
3	15026	TOWN OF UNION	\$0.00	\$75,007.50
3	15028	TOWN OF WASHINGTON	\$0.00	\$104,937.50
3	15118	VILLAGE OF EGG HARBOR	\$0.00	\$23,469.50
3	15121	VILLAGE OF EPHRAIM	\$0.00	\$25,988.00
3	15127	VILLAGE OF FORESTVILLE	\$0.00	\$6,090.80
3	15181	VILLAGE OF SISTER BAY	\$0.00	\$44,221.94
3	15281	CITY OF STURGEON BAY	\$0.00	\$503,666.67
3	31000	COUNTY OF KEWAUNEE	\$0.00	\$606,067.45
3	31002	TOWN OF AHNAPEE	\$0.00	\$88,056.25
3	31004	TOWN OF CARLTON	\$0.00	\$95,064.25
3	31006	TOWN OF CASCO	\$0.00	\$79,643.00
3	31008	TOWN OF FRANKLIN	\$0.00	\$93,202.75
3	31010	TOWN OF LINCOLN	\$0.00	\$92,253.75
3	31012	TOWN OF LUXEMBURG	\$0.00	\$105,357.25
3	31014	TOWN OF MONTPELIER	\$0.00	\$86,651.00
3	31016	TOWN OF PIERCE	\$0.00	\$52,341.00
3	31018	TOWN OF RED RIVER	\$0.00	\$108,094.75
3	31020	TOWN OF WEST KEWAUNEE	\$0.00	\$77,781.50
3	31111	VILLAGE OF CASCO	\$0.00	\$11,949.06
3	31146	VILLAGE OF LUXEMBURG	\$0.00	\$102,496.15
3	31201	CITY OF ALGOMA	\$29,394.52	\$272,040.49
3	31241	CITY OF KEWAUNEE	\$29,529.36	\$221,755.48
3	36000	COUNTY OF MANITOWOC	\$0.00	\$1,576,301.20
3	36002	TOWN OF CATO	\$0.00	\$121,052.25
3	36004	TOWN OF CENTERVILLE	\$0.00	\$69,569.00
3	36006	TOWN OF COOPERSTOWN	\$0.00	\$112,456.50
3	36008	TOWN OF EATON	\$0.00	\$85,464.75
3	36010	TOWN OF FRANKLIN	\$0.00	\$118,479.00
3	36012	TOWN OF GIBSON	\$0.00	\$108,806.50
3	36014	TOWN OF KOSSUTH	\$0.00	\$118,588.50
3	36016	TOWN OF LIBERTY	\$0.00	\$109,828.50
3	36018	TOWN OF MANITOWOC	\$0.00	\$21,754.00
3	36020	TOWN OF MANITOWOC RAPIDS	\$0.00	\$93,951.00
3	36022	TOWN OF MAPLE GROVE	\$0.00	\$115,011.50
3	36024	TOWN OF MEEME	\$0.00	\$93,823.25

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
3	36026	TOWN OF MISHICOT	\$0.00	\$96,396.50
3	36028	TOWN OF NEWTON	\$0.00	\$112,712.00
3	36030	TOWN OF ROCKLAND	\$0.00	\$95,976.75
3	36032	TOWN OF SCHLESWIG	\$0.00	\$101,762.00
3	36034	TOWN OF TWO CREEKS	\$0.00	\$46,136.00
3	36036	TOWN OF TWO RIVERS	\$0.00	\$75,974.75
3	36112	VILLAGE OF CLEVELAND	\$0.00	\$78,671.35
3	36126	VILLAGE OF FRANCIS CREEK	\$0.00	\$27,526.52
3	36132	VILLAGE OF KELLNERSVILLE	\$0.00	\$5,541.44
3	36147	VILLAGE OF MARIBEL	\$0.00	\$2,812.05
3	36151	VILLAGE OF MISHICOT	\$0.00	\$75,862.23
3	36176	VILLAGE OF REEDSVILLE	\$0.00	\$62,689.99
3	36181	VILLAGE OF SAINT NAZIANZ	\$0.00	\$22,688.26
3	36186	VILLAGE OF VALDERS	\$0.00	\$32,176.83
3	36191	VILLAGE OF WHITELAW	\$0.00	\$21,497.95
3	36241	CITY OF KIEL	\$24,675.22	\$232,721.19
3	36251	CITY OF MANITOWOC	\$216,751.59	\$1,699,885.55
3	36286	CITY OF TWO RIVERS	\$88,578.63	\$611,363.13
3	38000	COUNTY OF MARINETTE	\$0.00	\$956,763.04
3	38002	TOWN OF AMBERG	\$0.00	\$153,792.75
3	38004	TOWN OF ATHELSTANE	\$0.00	\$158,969.27
3	38006	TOWN OF BEAVER	\$0.00	\$144,193.25
3	38008	TOWN OF BEECHER	\$0.00	\$104,806.98
3	38010	TOWN OF DUNBAR	\$0.00	\$161,038.00
3	38012	TOWN OF GOODMAN	\$0.00	\$104,481.25
3	38014	TOWN OF GROVER	\$0.00	\$162,078.25
3	38016	TOWN OF LAKE	\$0.00	\$113,095.25
3	38018	TOWN OF MIDDLE INLET	\$0.00	\$107,008.48
3	38020	TOWN OF NIAGARA	\$0.00	\$102,508.02
3	38022	TOWN OF PEMBINE	\$0.00	\$144,430.50
3	38024	TOWN OF PESHTIGO	\$0.00	\$155,672.50
3	38026	TOWN OF PORTERFIELD	\$0.00	\$129,301.25
3	38028	TOWN OF POUND	\$0.00	\$122,311.50
3	38030	TOWN OF SILVER CLIFF	\$0.00	\$168,867.52
3	38032	TOWN OF STEPHENSON	\$0.00	\$367,336.00
3	38034	TOWN OF WAGNER	\$0.00	\$103,733.00
3	38036	TOWN OF WAUSAUKEE	\$0.00	\$179,580.00
3	38111	VILLAGE OF COLEMAN	\$0.00	\$22,475.66
3	38121	VILLAGE OF CRIVITZ	\$0.00	\$42,150.04
3	38171	VILLAGE OF POUND	\$0.00	\$9,949.48
3	38191	VILLAGE OF WAUSAUKEE	\$0.00	\$22,248.20
3	38251	CITY OF MARINETTE	\$70,033.46	\$653,552.85
3	38261	CITY OF NIAGARA	\$52,721.37	\$183,202.36
3	38271	CITY OF PESHTIGO	\$17,933.36	\$204,182.99
3	42000	COUNTY OF OCONTO	\$0.00	\$785,447.69
3	42002	TOWN OF ABRAMS	\$0.00	\$111,220.06
3	42006	TOWN OF BAGLEY	\$0.00	\$77,754.03
3	42008	TOWN OF BRAZEAU	\$0.00	\$197,173.00
3	42010	TOWN OF BREED	\$0.00	\$107,072.75
3	42012	TOWN OF CHASE	\$0.00	\$104,663.75
3	42014	TOWN OF DOTY	\$0.00	\$92,588.80
3	42016	TOWN OF GILLETT	\$0.00	\$83,639.75
3	42018	TOWN OF HOW	\$0.00	\$79,387.50

**2004 - GTA and Connecting Highway December Final Calculations
Press Release Information by District**

District	CVT Code	Municipality	Connecting Highway Estimate	General Transportation Aids Estimate
3	42019	TOWN OF LAKEWOOD	\$0.00	\$181,934.25
3	42020	TOWN OF LENA	\$0.00	\$79,478.75
3	42022	TOWN OF LITTLE RIVER	\$0.00	\$112,602.50
3	42024	TOWN OF LITTLE SUAMICO	\$0.00	\$155,800.25
3	42026	TOWN OF MAPLE VALLEY	\$0.00	\$67,543.25
3	42028	TOWN OF MORGAN	\$0.00	\$92,509.25
3	42029	TOWN OF MOUNTAIN	\$0.00	\$167,589.75
3	42030	TOWN OF OCONTO	\$0.00	\$101,123.25
3	42032	TOWN OF OCONTO FALLS	\$0.00	\$89,698.75
3	42034	TOWN OF PENSАUKЕЕ	\$0.00	\$104,536.00
3	42036	TOWN OF RIVERVIEW	\$0.00	\$178,156.50
3	42038	TOWN OF SPRUCE	\$0.00	\$77,069.75
3	42040	TOWN OF STILES	\$0.00	\$90,428.75
3	42042	TOWN OF TOWNSEND	\$0.00	\$174,762.00
3	42044	TOWN OF UNDERHILL	\$0.00	\$68,510.50
3	42146	VILLAGE OF LENA	\$0.00	\$54,373.56
3	42181	VILLAGE OF SURING	\$0.00	\$47,985.47
3	42231	CITY OF GILLETT	\$0.00	\$81,567.80
3	42265	CITY OF OCONTO	\$36,035.26	\$260,813.07
3	42266	CITY OF OCONTO FALLS	\$22,382.99	\$205,910.18
3	44000	COUNTY OF OUTAGAMIE	\$0.00	\$2,614,647.36
3	44002	TOWN OF BLACK CREEK	\$0.00	\$78,621.00
3	44004	TOWN OF BOVINA	\$0.00	\$58,527.75
3	44006	TOWN OF BUCHANAN	\$0.00	\$100,406.99
3	44008	TOWN OF CENTER	\$0.00	\$110,522.00
3	44010	TOWN OF CICERO	\$0.00	\$87,800.75
3	44012	TOWN OF DALE	\$0.00	\$78,329.00
3	44014	TOWN OF DEER CREEK	\$0.00	\$60,188.50
3	44016	TOWN OF ELLINGTON	\$0.00	\$99,517.25
3	44018	TOWN OF FREEDOM	\$0.00	\$132,844.84
3	44020	TOWN OF GRAND CHUTE	\$0.00	\$559,821.23
3	44022	TOWN OF GREENVILLE	\$0.00	\$182,571.12
3	44024	TOWN OF HORTONIA	\$0.00	\$36,956.25
3	44026	TOWN OF KAUKAUNA	\$0.00	\$65,499.25
3	44028	TOWN OF LIBERTY	\$0.00	\$42,707.40
3	44030	TOWN OF MAINE	\$0.00	\$55,534.75
3	44032	TOWN OF MAPLE CREEK	\$0.00	\$40,569.75
3	44034	TOWN OF ONEIDA	\$0.00	\$151,621.00
3	44036	TOWN OF OSBORN	\$0.00	\$48,380.75
3	44038	TOWN OF SEYMOUR	\$0.00	\$70,737.00
3	44040	TOWN OF VANDENBROEK	\$0.00	\$38,398.00
3	44106	VILLAGE OF BEAR CREEK	\$0.00	\$15,653.16
3	44107	VILLAGE OF BLACK CREEK	\$0.00	\$73,266.10
3	44111	VILLAGE OF COMBINED LOCKS	\$0.00	\$164,573.73
3	44136	VILLAGE OF HORTONVILLE	\$0.00	\$107,464.31
3	44141	VILLAGE OF KIMBERLY	\$0.00	\$375,360.40
3	44146	VILLAGE OF LITTLE CHUTE	\$33,647.36	\$596,243.83
3	44155	VILLAGE OF NICHOLS	\$0.00	\$9,296.24
3	44181	VILLAGE OF SHIOCTON	\$0.00	\$52,029.90
3	44201	CITY OF APPLETON	\$219,417.22	\$2,577,182.01
3	44241	CITY OF KAUKAUNA	\$89,791.50	\$712,372.43
3	44281	CITY OF SEYMOUR	\$0.00	\$172,196.65
3	58000	COUNTY OF SHAWANO	\$0.00	\$1,058,909.75