



## Legislative Fiscal Bureau

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December 5, 2016

TO: Members  
Assembly Committee on Transportation

FROM: Bob Lang, Director

SUBJECT: State Highway Program Resource Comparison

Several members have inquired about a comparison of the state highway improvement program funding provided in the 2015-17 biennium with the level of funding that would be provided under the Department's 2017-19 budget request.

The attached table indicates that the funding for the state highway improvement program totals \$2,835.3 million for the 2015-17 biennium. This level of funding is less than the amount that DOT indicated during the 2015-17 budget deliberations was needed to keep the Zoo Interchange project, funded from the southeast Wisconsin freeway megaproject program, and four major highway development projects, funded from the major highway development program, on their projected completion deadlines. As a result, the 2015-17 budget level for these programs will result in delays in these projects, as well as delay some projects in the state highway rehabilitation program.

Under the Department's budget request, funding for the state highway improvement program would total \$2,386.0 million. This amount would result in \$449.3 million less in total program funding for the state highway improvement program compared to the funding provided in the 2015-17 biennium, which would represent a 15.8% decrease. Given the size of the reduction in funding available under DOT's request for the southeast megaprojects and majors programs as compared to the current biennium, there would be additional delays to currently enumerated projects in these programs, as well as delays in other planned, future projects.

BL/JWT/sas  
Attachment

**ATTACHMENT**

**Comparison of 2015-17 State Highway Improvement Program Resources to  
2017-19 Program Resources Under DOT's 2017-19 Budget Request**

	Current Law			Department 2017-19 Request			Change in Program Resources
	2015-16	2016-17*	2015-17 Biennial Total	2017-18	2018-19	2017-19 Biennial Total	
<b>State Highway Rehabilitation</b>							
SEG	\$337,991,700	\$289,302,800	\$627,294,500	\$279,158,200	\$279,008,200	\$558,166,400	-\$69,128,100
FED	452,759,800	467,971,100	920,730,900	417,883,100	417,144,800	835,027,900	-85,703,000
Trans. Revenue Bonds	0	0	0	152,238,300	156,500,000	308,738,300	308,738,300
General Obligation, Contingent Highway Bonds	<u>75,000,000</u>	<u>75,000,000</u>	<u>150,000,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-150,000,000</u>
Subtotal	\$865,751,500	\$832,273,900	\$1,698,025,400	\$849,279,600	\$852,653,000	\$1,701,932,600	\$3,907,200
<b>Major Highway Development</b>							
SEG	\$62,773,300	\$68,347,100	\$131,120,400	\$27,354,400	\$23,820,900	\$51,175,300	-\$79,945,100
FED	78,263,500	107,477,700	185,741,200	157,309,900	200,326,200	357,636,100	171,894,900
Trans. Revenue Bonds	102,363,200	66,649,000	169,012,200	82,632,700	70,649,000	153,281,700	-15,730,500
General Obligation, Contingent Highway Bonds**	<u>125,000,000</u>	<u>75,000,000</u>	<u>200,000,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-200,000,000</u>
Subtotal	\$368,400,000	\$317,473,800	\$685,873,800	\$267,297,000	\$294,796,100	\$562,093,100	-\$123,780,700
<b>SE Wis. Freeway Megaprojects</b>							
SEG	\$21,546,900	\$15,000,000	\$36,546,900	\$11,488,300	\$15,721,800	\$27,210,100	-\$9,336,800
FED	78,053,100	0	78,053,100	59,745,000	34,988,100	94,733,100	16,680,000
General Obligation Bonds (SEG)	<u>300,000,000</u>	<u>0</u>	<u>300,000,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-300,000,000</u>
Subtotal	\$399,600,000	\$15,000,000	\$414,600,000	\$71,233,300	\$50,709,900	\$121,943,200	-\$292,656,800
<b>High-Cost Bridge</b>							
General Obligation Bonds (SEG)	\$15,800,000	\$1,000,000	\$16,800,000	\$0	\$0	\$0	-\$16,800,000
<b>Major Interstate Bridge Construction</b>							
General Obligation Bonds (SEG)	<u>\$17,000,000</u>	<u>\$3,000,000</u>	<u>\$20,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>-\$20,000,000</u>
<b>Total -- State Highway Improvement Program</b>	\$1,666,551,500	\$1,168,747,700	\$2,835,299,200	\$1,187,809,900	\$1,198,159,000	\$2,385,968,900	-\$449,330,300

\*Reflects 2016-17 funding levels, which differ from the 2016-17 adjusted base funding levels included in DOT's request (due to standard budget adjustments).

\*\*Under Section 9145(1v) of 2015 Act 55, a \$44.8 million reduction in bonding is required. DOT may submit a request in 2016-17 to replace the bonding reduction with transportation fund revenue. This table shows funding prior to any such adjustments.