



Legislative Fiscal Bureau

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May 19, 2015

Joint Committee on Finance

Paper #653

Major Interstate Bridge Construction (Transportation -- State Highway Program)

[LFB 2015-17 Budget Summary: Page 447, #6]

CURRENT LAW

A provision of the 2009-11 budget created the major interstate bridge program, for projects involving the construction or reconstruction of a bridge crossing a river that forms the boundary of the state, for which the state's share of costs is estimated to exceed \$100 million. The St. Croix Crossing project, which will replace the 80-year old Stillwater lift bridge connecting Stillwater, Minnesota, with Houlton, Wisconsin, is the only project that has met these criteria. The project is managed by the Minnesota Department of Transportation, with costs shared between the two states. Each state is responsible for the cost of its own approaches to the bridge, while the costs associated with the bridge structure are shared equally. The main work on the new, four-lane bridge is scheduled for completion in 2016, with all work to be completed in late 2017.

GOVERNOR

Provide \$30,000,000 in transportation fund-supported, general obligation bond authorization to fund the completion of the St. Croix Crossing project, including associated approach work and the Wisconsin portion of a bicycle and pedestrian loop trail. Request an increase in funding of \$766,200 SEG in 2016-17 to reflect debt service for the level of funding requested by the Department (as reestimated in LFB Paper 630).

MODIFICATION

Decrease the transportation fund-supported, general obligation bond authorization to fund the completion of the St. Croix River Crossing project by \$10,000,000.

Explanation: In its budget request, the Department requested \$17,000,000 SEG in 2015-16 and \$3,000,000 SEG in 2016-17 to be used to fund the completion of the St. Croix Crossing project. Therefore, a total of \$20,000,000 was requested. The bill would provide transportation fund-supported, general obligation bond authorization equal to \$30,000,000, which is \$10,000,000 more than the administration intended to include. Decreasing the authorization by \$10,000,000 would provide the Department with the estimated funding needed to finish the project and accomplish the administration's intent. There would be no debt service change, as the amounts in the bill were based on the intended bonding level.

Change to Bill	
BR	- \$10,000,000

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