

2022–2023

Transportation Budget Trends



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Transportation Budget Trends

2022–2023

Wisconsin Department of Transportation

A comprehensive view of
transportation budget information
presented by program area.

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A message to our readers

The Wisconsin Department of Transportation is pleased to provide you with the 2022 – 2023 edition of *Transportation Budget Trends*. This document, in combination with the interactive spreadsheet, is intended to serve as a resource for transportation professionals and those interested in how Wisconsin's state and federal transportation funds are distributed across all the various transportation modes.

The Division of Budget and Strategic Initiatives prepares *Transportation Budget Trends* on a biennial basis. It presents a high-level summary of transportation budget revenues for the period 2000 through 2023 and provides a look at how those revenues have been budgeted by the Legislature and the Governor. The most recent data reflects 2021 Wisconsin Act 58 (the 2021 – 2023 Executive Budget Act).

In order to make the data contained in this report more accessible, the Department has revised the formatting of the information. The following document still provides a narrative on state and federal budget revenues and appropriations, with the remaining sections focusing on appropriations for state highways, local transportation capital assistance, local transportation aids, department operations, bonding debt service, and other state agencies.

However, instead of the usual tables and charts, the user has the ability to manage and filter the available information in the adjoining spreadsheet by program or appropriation. This is the same information that was provided to past users of *Transportation Budget Trends* but in a format that permits it to be managed and analyzed in a way that serves their particular needs.

Efforts are made to ensure the accuracy of the budget data contained in the document. However, *Transportation Budget Trends* is not intended to replace the department's annual financial report which is prepared under generally accepted accounting principles, and it is not an audit of the department's finances.

Sincerely,

Jim Donlin
Budget Director
Division of Budget and Strategic Initiatives
Wisconsin Department of Transportation

ACCESSING BUDGET DATASET

Financial data in the Budget Trends database is provided in both nominal dollars and constant 2021 dollars to allow comparison of real value.

The dataset summarizes budget trends by major transportation programs: 1) Transportation Aids; 2) Local Transportation Assistance; 3) State Highway Facilities; 4) General Transportation Operations; 5) Motor Vehicle Service and Enforcement; 6) Debt Services; and 7) Other. The data provided covers the period from state fiscal years (FY) 2000 through 2023.

Budget data for the 2000 to 2021 period are historic; data for 2022 and 2023 are from the FY2021 – 2023 Biennial Budget, 2021 Wisconsin Act 58. Where depicted, the percentage change over time in budgeted amounts is calculated by subtracting a base year budget amount from the latest year budget amount, divided by the base year budget amount. The compound annual growth rate (CAGR) describes the rate at which an appropriation would have grown between the base year and the latest budget amount if it had grown at a steady rate.

In most cases, the trend analysis in this report uses 2000 as the base year for calculating the CAGR and the percentage change over time.

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INTRODUCTION

Assumptions and Program Overview

This report and dataset present information on major transportation programs of the Wisconsin Department of Transportation (WisDOT). Each section provides brief program descriptions to assist in analyzing specific program financial data. For selected programs, supplemental information is presented to enhance understanding of the trends that have occurred within program funding.

Program data is presented in nominal and constants dollars. Nominal dollars show the amounts appropriated by the Legislature through the biennial budget each year or through special legislation. These values are not adjusted for inflation. Constant dollars incorporate the impact of inflation; purchasing power is lost as inflation increases. Using a base year of 2021, constant dollars are calculated using the Consumer Price Index-Urban (CPI-U) to generate inflated costs in subsequent fiscal years. (See Appendix A for the table used to convert nominal dollars to constant 2021-dollar amounts.)

For identical purchases prior to the base year of 2021, a lesser amount of inflation adjusted budget authority is needed relative to the nominal dollar amount. The farther back in time one travels from 2021, a budget authority amount in constant dollars decreases compare to what it would be in the base year. For example, fewer 2021 dollars are needed to acquire the services in 2009 than in 2019.

Assumptions

The program information provided in this report and dataset contains the following assumptions:

- State appropriations through FY2023 reflect budget act amounts. For prior fiscal years, appropriations include amounts from federal plan adjustments and subsequent legislation, e.g. 13.10 requests. Program lapse amounts and employee pay plan adjustments are not included because they are included in the biennial budget acts.
- Federal appropriations reflect estimates, included in the state transportation budget, of amounts to be committed in a state fiscal year. During most years, the estimates are updated as information on federal budget levels becomes available. Amounts provided in FY2009 and FY2010 by the American Recovery and Reinvestment Act of 2009 are also provided in the document.
- Local funds reflect estimates of the portion of project costs under certain programs that have been or will be paid or reimbursed by entities other than the state or federal government.
- Allotments approved by the Department of Administration without Joint Committee on Finance action are not included, e.g. re-estimates of local and federal funds.

Introduction, Assumptions and Program Overview

- Since, in many cases, dollars are available for more than the year in which they were originally authorized, actual expenditures in any year may have been more or less than indicated. Unless otherwise indicated, state fiscal years, which begin on July 1 and end on June 30, are shown.
- The state's Transportation Fund relies on a variety of revenue sources to invest in a number of different transportation modes. As such, most major program information is presented on an all-funds basis. The all-funds basis includes federal, state, and local government sources, bonding proceeds, and program revenues.
- Increases in revenue and appropriations over time are in part the result of inflation. In order to compare changes in real dollars, most of the data in this report and the adjoining dataset are provided in both nominal dollars and constant 2021 dollars. Because most of the figures cited are in the state budget, the conversion factors used are for state fiscal years. Since the conversion factors are slightly different for federal fiscal year and calendar year, there is less precision in constant dollar conversions for federal and local funds.

Program Overview

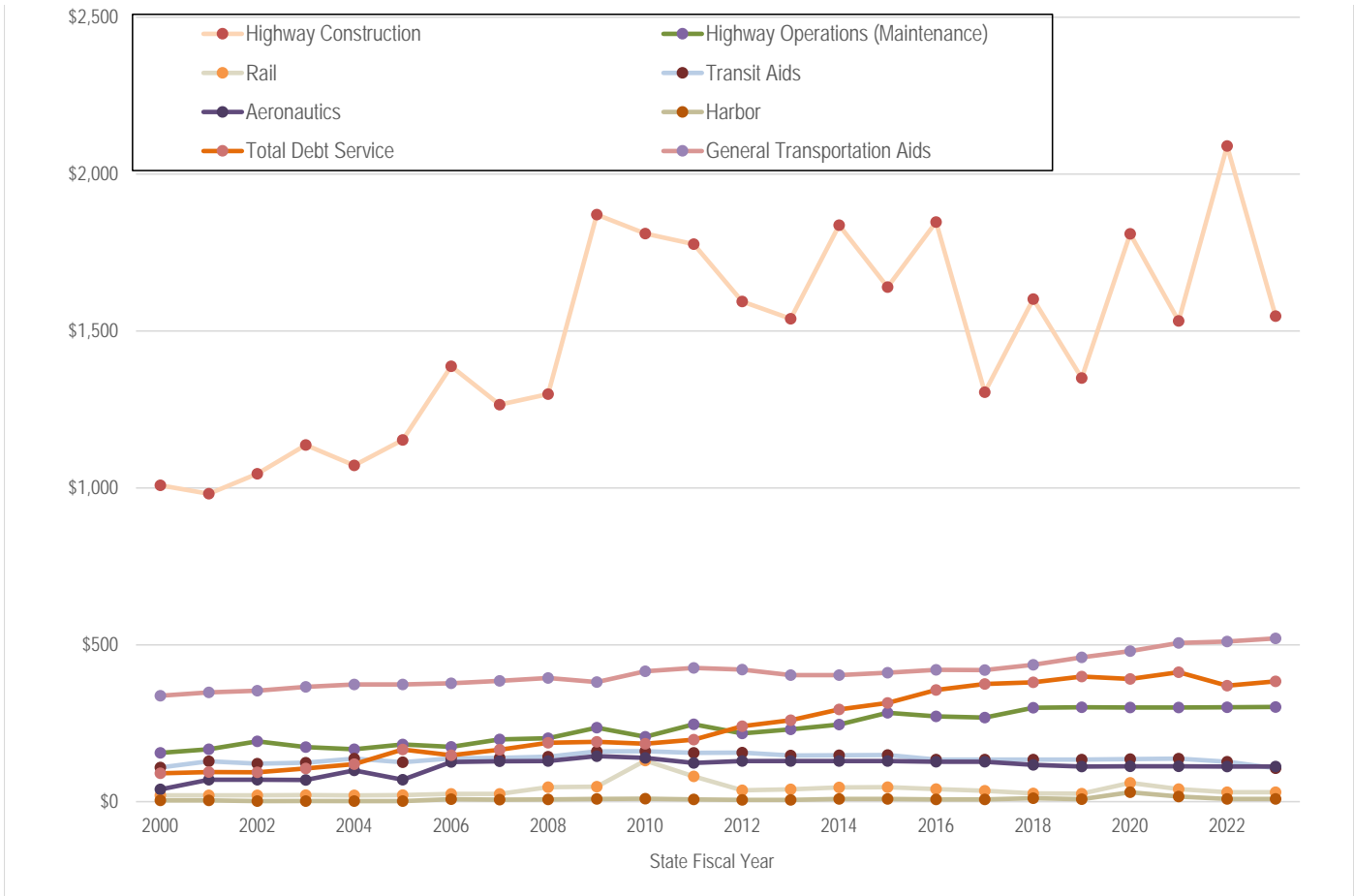
For the purposes of this analysis, the WisDOT budget funds modal and non-modal program costs. Modal costs include highway construction, highway maintenance, transit, rail, aeronautics, harbors, debt service, and general transportation aids to local units of government. Non-modal costs include elderly and disabled transportation assistance, special aids to local units of government, allocations to other Wisconsin state agencies, and department operations, including costs for operating the Division of Motor Vehicles, Division of State Patrol, and business operations of the department. Although related to the modal side of the budget, costs for highway administration and planning and multimodal grants and activities are also considered non-modal programs.

The largest share of the WisDOT budget is appropriated for modal programs. Figures and tables TR1 and TR2 below provide an overview of the major budget trends in transportation modal programs in nominal dollars and constant 2021 dollars (millions) for the period 2000 through 2023.

The main sources of state funding for transportation programs are motor vehicle fuel taxes and auto registration fees. Tables TR3 and TR4 provide an overview of changes in fuel tax and auto registration fee rates for the period 2000 through 2023.

Introduction, Assumptions and Program Overview

F-TR1: Modal Funding Trends 2000 – 2023 (nominal dollars, millions)



Introduction, Assumptions and Program Overview

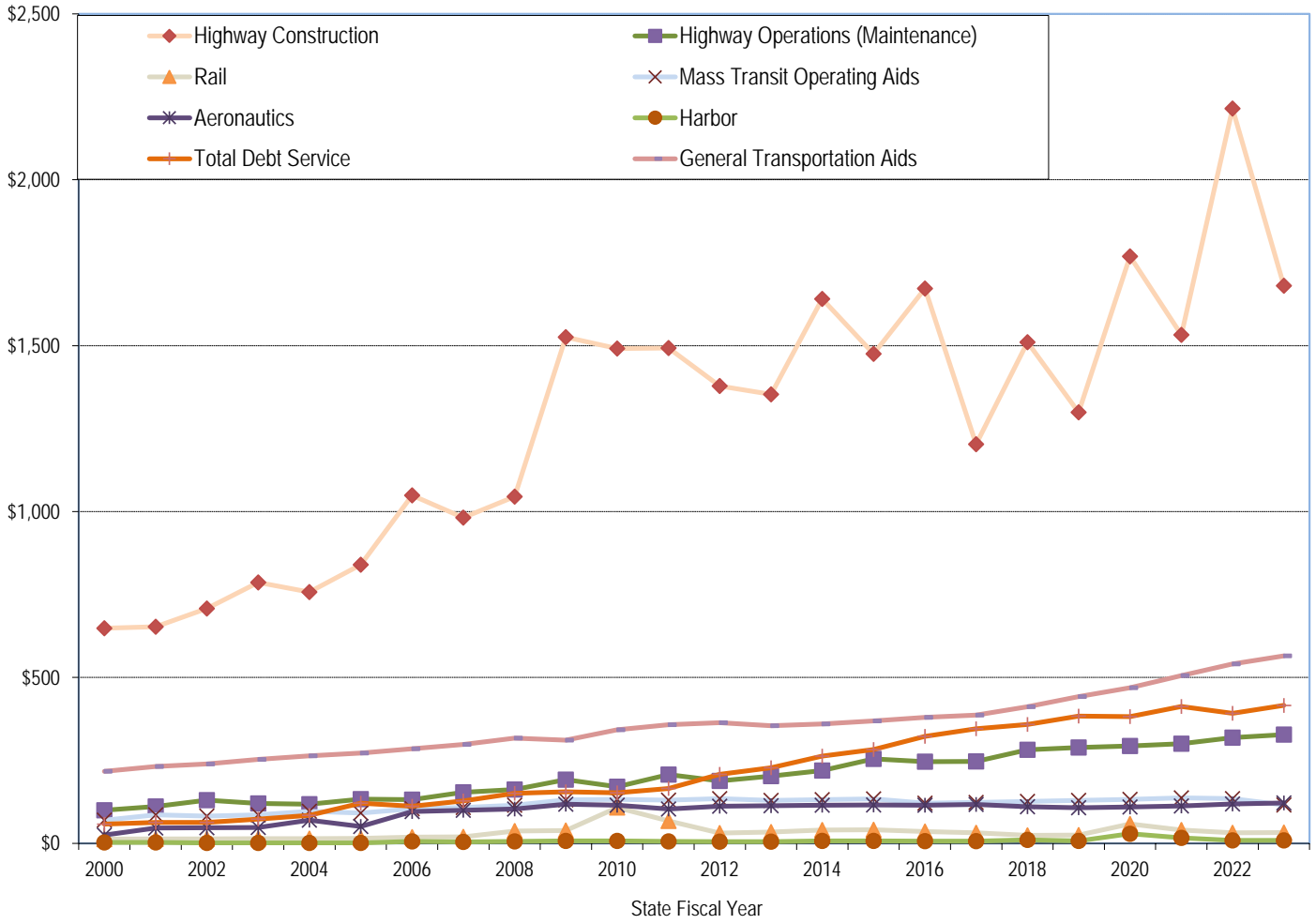
T-TR1: Modal Funding Trends 2000 – 2023 (nominal dollars, millions)

State Fiscal Year	Highway Construction					Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor	Total Debt Service	General Transportation Aids	TOTAL
	Major Highway Development	State Highway Rehabilitation	Southeast Wisconsin Freeway Rehabilitation/Megaprojects**	Major Interstate and High Cost Bridge Construction	Local Road and Bridge Assistance								
2000	219.51	545.17	-	-	243.36	155.42	108.68	20.19	38.94	4.09	90.32	337.50	1,763.19
2001	223.02	572.04	-	-	186.05	167.34	128.94	20.39	69.59	4.09	94.50	348.52	1,814.50
2002	231.93	581.31	52.33	-	179.59	192.14	121.30	20.21	69.51	2.09	93.27	353.76	1,897.44
2003	241.62	562.13	151.60	-	181.51	174.21	124.16	20.81	69.45	2.09	105.81	366.16	1,999.54
2004	239.70	540.71	87.24	-	203.73	167.05	137.06	19.84	99.30	2.10	119.70	373.34	1,989.75
2005	242.94	544.32	175.66	-	189.65	182.61	125.61	20.74	69.50	2.10	166.26	373.34	2,092.74
2006	243.95	593.45	377.29	-	172.73	174.28	137.60	24.70	126.51	8.00	148.17	377.07	2,383.74
2007	330.79	631.80	95.99	-	206.82	198.60	139.58	25.00	128.76	6.01	165.30	384.61	2,313.26
2008	282.41	674.55	167.35	-	174.63	201.89	142.93	46.28	129.14	6.96	187.50	394.24	2,407.89
2009	379.56	905.87	337.49	-	247.62	235.54	160.42	47.78	145.13	8.86	190.97	381.23	3,040.47
2010	362.53	870.88	203.50	116.51	257.31	206.97	160.69	130.98	139.43	9.18	184.83	415.70	3,058.49
2011	355.94	694.67	437.28	113.10	175.87	246.50	155.40	80.61	123.32	6.91	197.25	425.86	3,012.71
2012	372.17	809.17	232.02	-	180.82	217.41	156.29	36.29	129.24	5.92	240.74	420.67	2,800.75
2013	371.56	798.79	188.00	-	180.82	230.66	147.42	39.11	129.24	5.92	259.46	403.52	2,754.50
2014	360.55	835.34	231.00	226.00	184.42	246.06	147.67	45.49	129.20	8.60	294.20	403.52	3,112.04
2015	367.85	805.56	286.00	-	180.82	282.95	148.74	45.79	129.20	8.60	314.38	410.64	2,980.51
2016	368.40	865.75	399.60	32.80	180.82	271.88	134.16	39.87	127.07	7.25	356.17	419.85	3,203.63
2017	272.70	832.27	15.00	4.00	180.82	267.89	134.16	34.74	127.07	7.25	374.85	419.66	2,670.42
2018	265.07	811.79	312.78	8.00	204.16	299.47	134.07	26.00	117.25	10.90	380.21	436.52	3,006.20
2019	298.63	807.65	40.80	-	203.13	300.44	134.47	25.79	111.55	7.70	398.37	459.73	2,788.27
2020	281.40	945.16	172.66	27.00	383.22	300.33	135.55	60.04	112.54	29.85	391.10	479.94	3,318.80
2021	282.80	992.65	53.74	-	203.22	300.33	137.21	40.04	112.54	16.65	412.54	505.71	3,057.44
2022	282.80	1,152.39	60.00	10.00	584.03	300.84	127.20	29.95	112.19	8.30	369.76	510.15	3,547.62
2023	282.80	1,039.24	22.00	-	203.32	301.86	106.61	29.95	112.19	8.30	383.05	520.36	3,009.67
2000 – 2023 % Change	53.5%					94.2%	-1.9%	48.4%	188.1%	103.1%	324.1%	54.2%	70.7%
2000 – 2023 Compound Annual Growth Rate	1.1%	2.7%	-3.9%	N/A	-0.7%	2.8%	-0.1%	1.7%	4.5%	3.0%	6.2%	1.8%	2.3%

Note: ** Funding for SE Rehab ended in FY2011 and began for SE Freeway Mega in FY2012.
For information on local and program revenue fund amounts excluded from the figure and table above, see notes for figures/tables 13 and 15.

Introduction, Assumptions and Program Overview

F-TR2: Modal Funding Trends, 2000 – 2023 (constant 2021 dollars, millions)



Introduction, Assumptions and Program Overview

T-TR2: Modal Funding Trends, 2000 – 223 (constant 2021 dollars, millions)

State Fiscal Year	Highway Construction					Highway Operations (Maintenance)	Transit Aids	Rail	Aeronautics	Harbor	Total Debt Service	General Transportation Aids	TOTAL
	Major Highway Development	State Highway Rehabilitation	Southeast Wisconsin Freeway Rehabilitation/Megaprojects**	Major Interstate and High Cost Bridge Construction	Local Road and Bridge Assistance								
2000	141.22	350.73	0.00	0.00	156.56	99.99	69.92	12.99	25.05	2.63	58.11	217.13	1134.32
2001	148.37	380.57	0.00	0.00	123.78	111.33	85.78	13.57	46.29	2.72	62.87	231.86	1207.15
2002	157.03	393.58	35.43	0.00	121.60	130.09	82.13	13.68	47.07	1.42	63.15	239.52	1284.68
2003	167.19	388.98	104.90	0.00	125.60	120.55	85.91	14.40	48.06	1.45	73.22	253.37	1383.64
2004	169.53	382.41	61.70	0.00	144.09	118.14	96.93	14.03	70.23	1.48	84.66	264.04	1407.24
2005	176.98	396.53	127.97	0.00	138.16	133.03	91.50	15.11	50.63	1.53	121.12	271.97	1524.54
2006	184.43	448.65	285.23	0.00	130.58	131.76	104.03	18.67	95.64	6.05	112.02	285.07	1802.13
2007	256.58	490.06	74.45	0.00	160.42	154.05	108.27	19.39	99.87	4.66	128.22	298.33	1794.30
2008	227.18	542.63	134.62	0.00	140.47	162.40	114.98	37.23	103.89	5.60	150.83	317.14	1936.98
2009	309.60	738.91	275.29	0.00	201.98	192.13	130.85	38.98	118.38	7.23	155.78	310.96	2480.11
2010	298.63	717.37	167.63	95.97	211.95	170.49	132.36	107.90	114.85	7.56	152.25	342.42	2519.36
2011	299.02	583.57	367.34	95.01	147.74	207.08	130.54	67.72	103.60	5.81	165.70	357.75	2530.88
2012	321.83	699.72	200.64	0.00	156.36	188.00	135.15	31.38	111.76	5.12	208.18	363.77	2421.92
2013	326.72	702.39	165.31	0.00	158.99	202.82	129.63	34.39	113.64	5.21	228.14	354.82	2422.07
2014	321.97	745.96	206.28	201.82	164.68	219.73	131.87	40.62	115.38	7.68	262.72	360.34	2779.04
2015	330.84	724.50	257.22	0.00	162.62	254.48	133.77	41.18	116.20	7.73	282.74	369.33	2680.62
2016	333.53	783.82	361.78	29.70	163.71	246.15	121.46	36.10	115.05	6.56	322.46	380.12	2900.44
2017	251.48	767.51	13.83	3.69	166.75	247.05	123.72	32.04	117.18	6.69	345.68	387.00	2462.62
2018	249.94	765.46	294.93	7.54	192.51	282.38	126.42	24.51	110.56	10.28	358.51	411.61	2834.65
2019	287.42	777.31	39.27	0.00	195.50	289.16	129.42	24.83	107.36	7.41	383.41	442.47	2683.54
2020	275.10	924.00	168.79	26.40	374.64	293.61	132.52	58.70	110.02	29.18	382.35	469.20	3244.50
2021	282.80	992.65	53.74	0.00	203.22	300.33	137.21	40.04	112.54	16.65	412.54	505.71	3057.44
2022	299.77	1221.54	63.60	10.60	619.08	318.89	134.83	31.75	118.92	8.80	391.95	540.76	3760.48
2023	307.16	1128.76	23.90	0.00	220.83	327.86	115.79	32.53	121.85	9.02	416.04	565.18	3268.92
2000 – 2023 % Change	159.2%					227.9%	65.6%	150.5%	386.4%	242.9%	616.0%	160.3%	188.2%
2000 – 2023 Compound Annual Growth Rate	3.3%	5.0%	-1.8%	N/A	1.4%	5.1%	2.1%	3.9%	6.8%	5.3%	8.5%	4.1%	4.5%

SECTION 1

State Transportation Revenue

State transportation revenues are derived from two major sources: motor fuel taxes and vehicle registrations. These two sources combine to account for 76.9% of state collected transportation revenue and 53.7% of total budgeted transportation funds (2021 – 2023).

Transportation Tax and Fee Revenue Milestones

Beginning in 1985, the Legislature mandated that the state motor fuel tax rate be adjusted annually on April 1 based on inflation and overall fuel consumption. In 1997, the Legislature removed the consumption factor and based the adjustment on changes in the Consumer Price Index. In 2005, the Legislature eliminated the annual indexing adjustment, with the last adjustment implemented on April 1, 2006. Other transportation tax and fee milestones are listed below:

FY2001

- One-time railroad tax revenue decrease of \$10.8 million due to settlement of court case challenging assessment of property taxes on previously untaxed personal property, 1989 through 1995.

FY2002

- Vehicle/driver abstract fee increased from \$3 to \$5.

FY2004

- Auto registration fee increased from \$45 to \$55.
- First Wisconsin title and transfer of title fees increased from \$8.50 to \$18.50.

FY2006

- First Wisconsin title and transfer of title fees increased from \$18.50 to \$28.50.
- Replacement title fee increased from \$8 to \$20.

FY2008

- Auto registration fee increased from \$55 to \$75.
- Light truck registration fees increased from \$48.50 to \$75 for "A" plates, from \$61.50 to \$84 for "B" plates, and \$77.50 to \$106 for "C" plates.
- Heavy truck registration fees increased 30%.
- First Wisconsin title and transfer of title fees increased from \$28.50 to \$53.
- Most driver license, commercial driver license, and identification card transactions increased by \$10 to cover costs associated with implementing the federally mandated REAL ID Act of 2005.

FY2010

- Lien recording and release fee increased from \$4 to \$10.
- Paper copy of driver record abstract fee increased from \$5 to \$7.

FY2012

- The \$9 dollar Environmental Import Fee was repealed and the first Wisconsin title and transfer-of-title fees increased from \$53 to \$62.

FY2013

- Continuing transfer to the Transportation Fund of 0.25% of General Fund taxes or not less than \$35.1 million begins.

FY2018

- Collection of a \$100 fee for all electric vehicles begins.

FY2020

- Auto registration fee increased from \$75 to \$85.
- Heavy truck registration fees increased to \$100 for vehicles between 4,500 and 6,000 lbs.
- First Wisconsin title and transfer of title fees increased by \$95.
- Collection of a \$75 fee for all hybrid-electric vehicles begins.
- Eliminate licensed motor vehicle fuel supplier administrative allowance and retailer refunds for evaporation.

FY2021

- One cent of the two-cent petroleum inspection fee on gasoline, diesel and other petroleum products is deposited directly into the Transportation Fund effective July 1, 2020.

T-TR3: Motor Fuel Tax Rate and Auto Registration Fee (nominal dollars, millions)

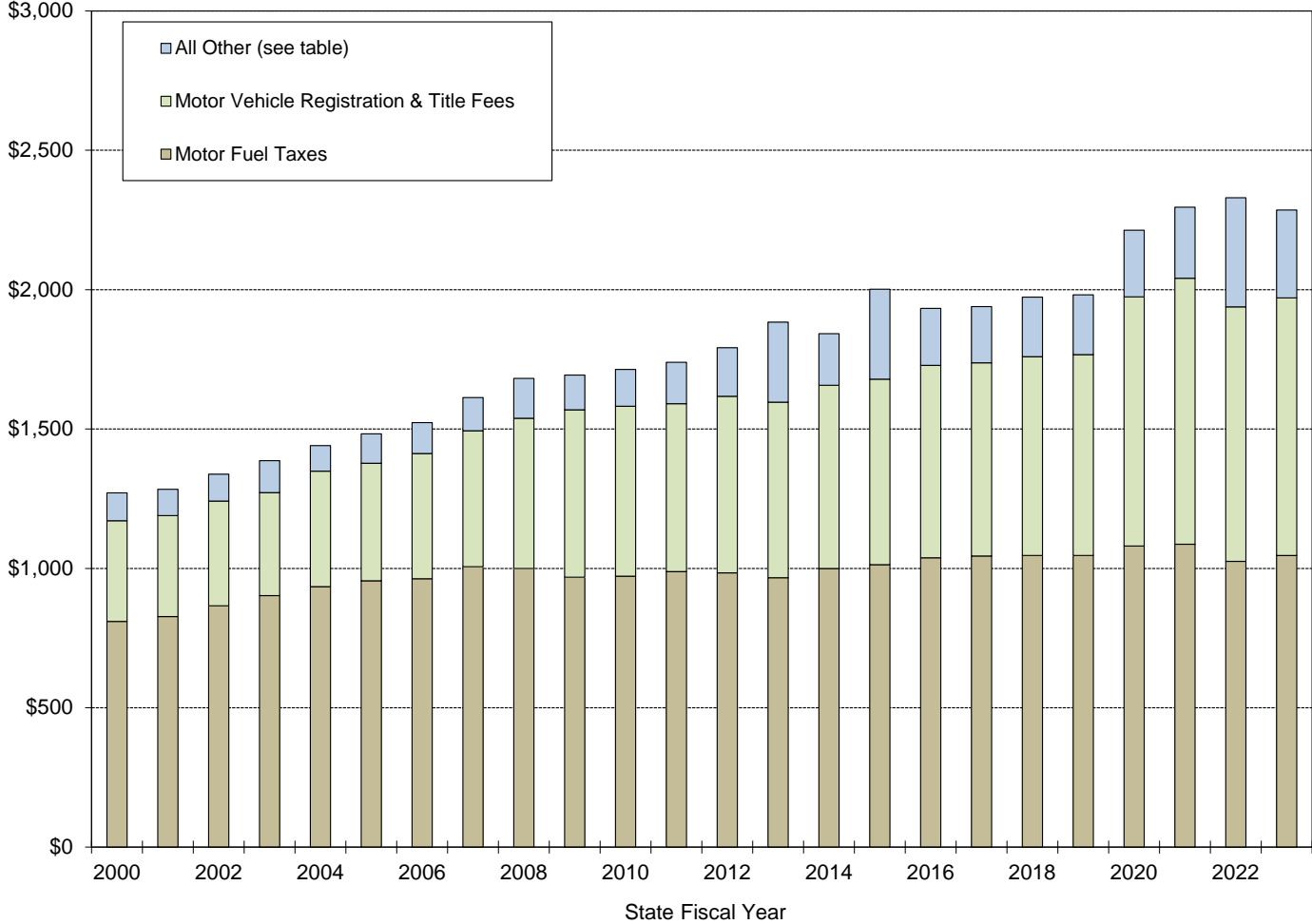
Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Vehicle Registration Fee (Auto)	Registration Annual % Change
2000	0.264		45	
2001	0.273	3.4%	45	0.0%
2002	0.281	2.9%	45	0.0%
2003	0.285	1.4%	45	0.0%
2004	0.291	2.1%	45	0.0%
2005	0.299	2.7%	55	22.2%
2006	0.309	3.3%	55	0.0%
2007	0.309	0.0%	55	0.0%
2008	0.309	0.0%	75	36.4%
2009	0.309	0.0%	75	0.0%
2010	0.309	0.0%	75	0.0%
2011	0.309	0.0%	75	0.0%
2012	0.309	0.0%	75	0.0%
2013	0.309	0.0%	75	0.0%
2014	0.309	0.0%	75	0.0%
2015	0.309	0.0%	75	0.0%
2016	0.309	0.0%	75	0.0%
2017	0.309	0.0%	75	0.0%
2018	0.309	0.0%	75	0.0%
2019	0.309	0.0%	75	0.0%
2020	0.309	0.0%	85	13.3%
2021	0.309	0.0%	85	0.0%
2022	0.309	0.0%	85	0.0%
2023	0.309	0.0%	85	0.0%
2000 – 2023 % Change		17.0%		88.9%
2000 – 2023 Compound Annual Growth Rate		0.7%		2.8%

Section 1 State Transportation Revenue

T-TR4: Motor Fuel Tax Rate and Auto Registration Fee (constant 2021 dollars, millions)

Year (as of April 1)	Motor Fuel Tax Rate (Gasoline/Diesel)	Motor Fuel Annual % Change	Vehicle Registration Fee (Auto)	Registration Annual % Change
2000	0.170		28.95	
2001	0.182	6.9%	29.94	3.4%
2002	0.190	4.8%	30.47	1.8%
2003	0.197	3.7%	31.14	2.2%
2004	0.206	4.4%	31.83	2.2%
2005	0.218	5.8%	40.07	25.9%
2006	0.234	7.2%	41.58	3.8%
2007	0.240	2.6%	42.66	2.6%
2008	0.249	3.7%	60.33	41.4%
2009	0.252	1.4%	61.18	1.4%
2010	0.255	1.0%	61.78	1.0%
2011	0.260	2.0%	63.01	2.0%
2012	0.267	2.9%	64.86	2.9%
2013	0.272	1.7%	65.95	1.7%
2014	0.276	1.6%	66.97	1.6%
2015	0.278	0.7%	67.45	0.7%
2016	0.280	0.7%	67.90	0.7%
2017	0.285	1.9%	69.16	1.9%
2018	0.291	2.2%	70.72	2.2%
2019	0.297	2.1%	72.18	2.1%
2020	0.302	1.6%	83.10	15.1%
2021	0.309	2.3%	85.00	2.3%
2022	0.328	6.0%	90.10	6.0%
2023	0.336	2.5%	92.32	2.5%
2000 – 2023 % Change		97.6%		218.9%
2000 – 2023 Compound Annual Growth Rate		3.0%		5.2%

F-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)



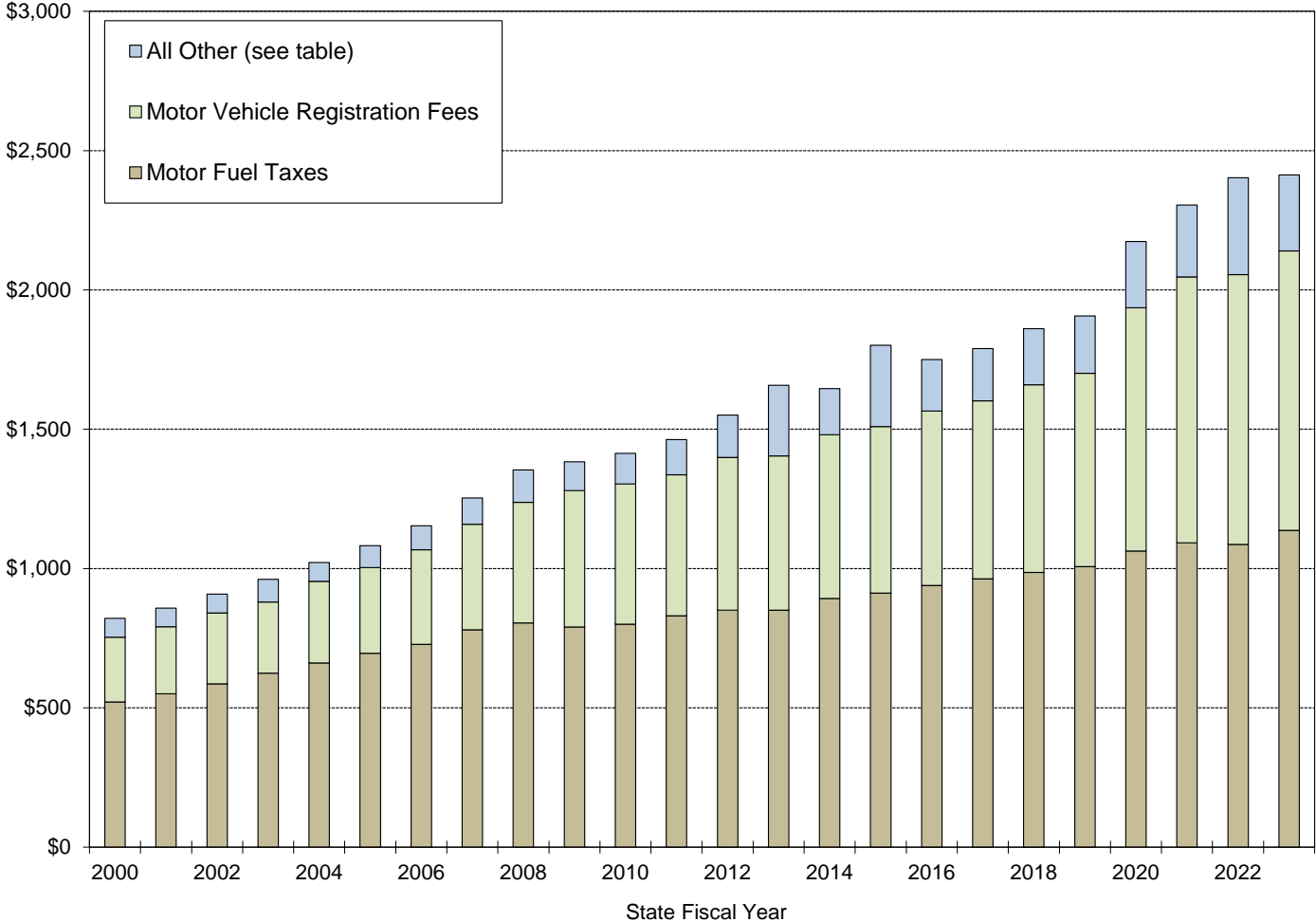
Section 1 State Transportation Revenue

T-1: State Transportation Revenues by Source of Funds (nominal dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Motor Vehicle Registration Fees	Driver License Fees	Motor Carrier Fees	Other Motor Vehicle Fees	Aeronautics Taxes & Fees	Railroad Taxes	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	809.46	361.82	35.39	3.03	14.30	10.92	11.31	24.86		1,271.08
2001	827.47	361.52	35.41	2.93	14.89	11.15	1.26	28.76		1,283.38
2002	865.45	376.07	33.03	2.74	18.34	7.28	12.01	22.73		1,337.66
2003	902.48	369.47	29.82	2.69	22.48	7.31	12.46	39.89		1,386.59
2004	934.60	414.21	29.94	2.09	21.93	9.92	11.92	15.79		1,440.41
2005	955.55	421.59	30.63	1.40	21.38	7.88	15.95	28.52		1,482.90
2006	962.77	449.30	30.54	0.83	22.40	6.59	16.45	34.42		1,523.31
2007	1,006.01	487.75	30.51	0.63	25.73	8.82	18.26	35.15		1,612.85
2008	999.95	538.90	35.66	3.74	26.22	8.49	19.86	48.49		1,681.30
2009	968.81	600.32	42.07	3.76	24.42	7.64	21.61	24.97		1,693.61
2010	971.79	610.25	41.72	0.91	26.20	5.91	24.06	33.27		1,714.10
2011	988.26	602.92	41.81	4.18	26.90	8.14	24.81	42.90		1,739.92
2012	983.86	634.08	40.80	2.45	25.18	7.62	28.09	70.09		1,792.16
2013	966.99	629.53	40.11	2.46	24.13	8.08	29.11	148.13	35.13	1,883.66
2014	999.42	657.70	39.24	2.36	23.80	9.30	31.35	43.73	35.13	1,842.02
2015	1,013.43	665.11	38.60	2.47	23.65	9.84	35.69	176.56	36.29	2,001.63
2016	1,037.72	690.91	39.68	2.32	25.84	6.79	38.50	52.88	38.01	1,932.64
2017	1,044.54	692.89	39.38	2.52	25.91	8.40	45.33	41.12	39.46	1,939.54
2018	1,046.05	713.71	39.72	2.50	27.15	8.02	43.85	52.08	40.19	1,973.29
2019	1,046.56	720.05	39.75	2.50	27.31	8.04	43.94	51.33	41.60	1,981.08
2020	1,080.65	893.34	40.52	2.54	28.99	8.81	48.06	66.50	44.25	2,213.65
2021	1,086.72	954.47	40.91	2.54	29.45	9.30	49.50	77.81	45.19	2,295.89
2022	1,025.43	913.05	40.74		25.89	9.83	44.12	89.19	178.87	2,327.13
2023	1,046.47	924.11	41.51		25.97	10.69	44.68	92.80	97.29	2,283.51
2000 – 2023 % Change	29.3%	155.4%	17.3%	-100.0%	81.6%	-2.1%	295.1%	273.3%	N/A	79.7%
2000 – 2023 Compound Annual Growth Rate	1.1%	4.2%	0.7%	-100.0%	2.6%	-0.1%	6.2%	5.9%	N/A	2.6%

Note: “Other Motor Vehicle Fees” include driver abstract sales, auto/limousine rental vehicle fees, and other miscellaneous motor vehicle collections.

F-2: State Transportation Revenues by Source of Funds (constant 2021 dollars, millions)



Section 1 State Transportation Revenue

T-2: State Transportation Revenues by Source of Funds (constant 2021 dollars, millions)

State Fiscal Year	Motor Fuel Taxes	Motor Vehicle Registration Fees	Driver License Fees	Motor Carrier Fees	Other Motor Vehicle Fees	Aeronautics Taxes & Fees	Railroad Taxes	Miscellaneous Revenue	Transfer of % Total General Fund Taxes	TOTAL
2000	520.75	232.77	22.77	1.95	9.20	10.92	7.27	15.99	-	821.63
2001	550.50	240.51	23.56	1.95	9.91	11.15	0.84	19.14	-	857.54
2002	585.97	254.62	22.36	1.86	12.42	7.28	8.13	15.39	-	908.03
2003	624.49	255.66	20.63	1.86	15.56	7.31	8.62	27.60	-	961.74
2004	660.99	292.95	21.17	1.48	15.51	9.92	8.43	11.17	-	1,021.62
2005	696.11	307.13	22.32	1.02	15.57	7.88	11.62	20.78	-	1,082.42
2006	727.86	339.67	23.09	0.63	16.94	6.59	12.44	26.02	-	1,153.24
2007	780.32	378.33	23.67	0.49	19.95	8.82	14.16	27.26	-	1,253.00
2008	804.39	433.51	28.68	3.01	21.09	8.49	15.98	39.00	-	1,354.15
2009	790.26	489.68	34.32	3.07	19.92	7.64	17.63	20.37	-	1,382.89
2010	800.49	502.68	34.36	0.75	21.58	5.91	19.82	27.41	-	1,413.00
2011	830.21	506.49	35.12	3.51	22.60	8.14	20.85	36.04	-	1,462.95
2012	850.78	548.31	35.28	2.12	21.77	7.62	24.29	60.61	-	1,550.78
2013	850.29	553.55	35.27	2.16	21.22	8.08	25.60	130.25	30.89	1,657.30
2014	892.48	587.32	35.04	2.11	21.25	9.30	27.99	39.05	31.37	1,645.91
2015	911.47	598.19	34.72	2.22	21.27	9.84	32.10	158.79	32.64	1,801.23
2016	939.51	625.52	35.92	2.10	23.39	6.79	34.85	47.87	34.41	1,750.38
2017	963.26	638.97	36.31	2.32	23.90	8.40	41.80	37.92	36.39	1,789.27
2018	986.36	672.98	37.46	2.36	25.60	8.02	41.35	49.11	37.90	1,861.13
2019	1,007.25	693.01	38.25	2.41	26.29	8.04	42.29	49.40	40.03	1,906.97
2020	1,062.91	873.34	39.61	2.48	28.34	8.81	46.98	67.94	43.26	2,173.67
2021	1,092.32	954.47	40.91	2.54	29.45	9.30	49.50	80.81	45.19	2,304.49
2022	1,086.96	967.83	43.19	0.00	27.44	9.83	46.77	31.11	189.60	2,402.73
2023	1,136.61	1003.71	45.09	0.00	28.21	10.69	48.52	33.89	105.67	2,412.39
2000 – 2023 % Change	118.3%	331.2%	98.1%	-100.0%	206.6%	-2.1%	567.1%	111.9%	N/A	193.6%
2000 – 2023 Compound Annual Growth Rate	3.5%	6.6%	3.0%	-100.0%	5.0%	-0.1%	8.6%	3.3%	N/A	4.8%

SECTION 2

Federal Transportation Funds for Wisconsin

The information in this section deals only with federal formula funds for highway and transit programs. The state receives additional federal funds for aeronautics, safety, motor carrier and other transportation programs. In addition, the state may apply for and receive discretionary grants for a variety of transportation purposes.

Federal transportation funds are primarily distributed by formula through the U.S. Department of Transportation and its modal agencies. Federal funding formulas are determined through Congressional authorizations. The current authorization is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) and was signed into law on November 5, 2021. The table below lists the recent federal transportation authorizations (including short-term extensions) and their effective time periods:

Authorization	Start Date	End Date
Transportation Equity Act for the 21st Century (TEA 21)	June 1998	August 2005
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU)	August 2005	June 2012
Moving Ahead for Progress in the 21st Century Act (MAP 21)	June 2012	December 2015
Fixing America’s Surface Transportation Act (FAST Act)	December 2015	September 2021
Infrastructure Investment and Jobs Act (IIJA)	November 2021	September 2026

Despite authorization levels, the actual amounts provided to Wisconsin and other states in any given year are set by Congressional appropriations and by federal agency distributions. Appropriations and distributions may or may not cover an entire fiscal year; Congress has often passed short-term continuing resolutions that provide a few months of funding at a time. All of the data in the accompanying tables are provided in cumulative federal fiscal year totals, even if the funding was actually provided in incremental amounts.

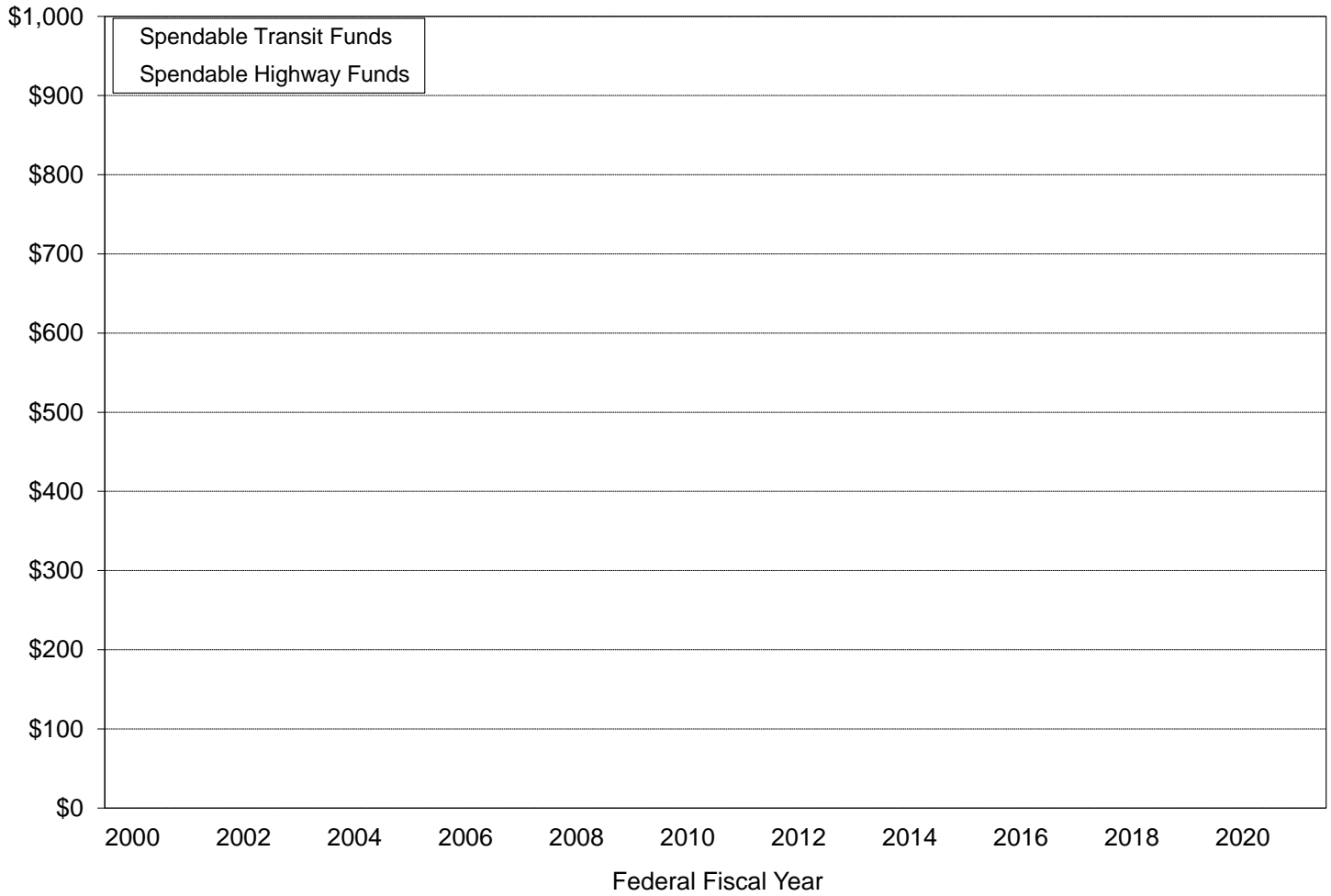
Federal highway programs are funded from the Highway Account (HA) of the Highway Trust Fund (HTF) and from general fund revenues. Receipts into the HTF come from a variety of taxes on highway fuel, tires, heavy vehicle use and truck/trailer sales. The Federal Highway Administration (FHWA) distributes highway formula funds to the states based on the formulas defined in the authorization.

Federal transit programs are funded from the Mass Transit Account (MTA) of the HTF. The Federal Transit Administration (FTA) distributes transit formula funds to the states and to transit agencies based on formulas defined in the authorization.

The figures and tables that follow reflect Wisconsin's "spendable" federal funding.

- For highways, the spendable funding is based on the obligation limitation as determined by FHWA. The obligation limitation is utilized to maintain statutory balances and obligation coverage within the HA. The spendable funding may further be impacted downward by sequestration of funds or rescission of authorized funding levels.
- For transit, spendable funding is generally directly provided by FTA. However, these amounts may also be subject to sequestration and rescissions.

F-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

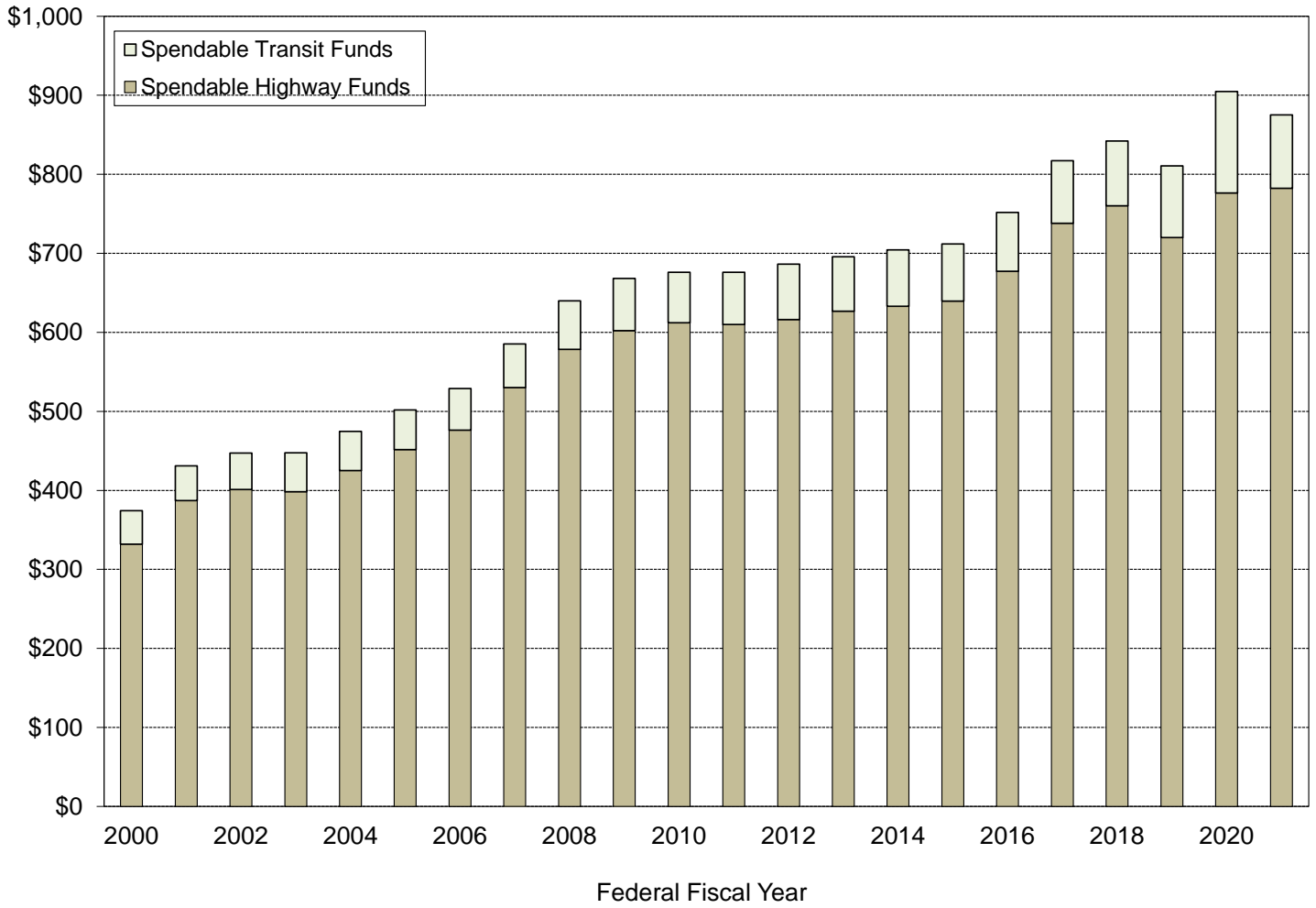


T-3: Spendable Federal Funds for Wisconsin (nominal dollars, millions)

Federal Fiscal Year	Spendable Highway Funds	Spendable Transit Funds
	516.1	65.9
2001	581.6	66.1
2002	592.2	68.6
2003	575.5	71.3
2004	601.2	69.8
	620.0	68.8
2006	630.1	69.6
2007	683.6	71.2
2008	719.1	76.4
2009	738.1	80.9
	743.2	77.4
2011	726.2	78.6
2012	712.6	80.9
2013	712.8	78.5
2014	708.7	80.2
	711.3	80.2
2016	748.2	82.0
2017	800.4	85.9
2018	806.3	86.7
2019	748.2	94.3
	794.3	131.3
2021	782.3	92.8
2000 – 2021 % Change	51.6%	40.9%
2000 – 2021 Compound Annual Growth Rate	2.0%	1.6%

Note: Federal funding for the Hiawatha passenger rail service between Milwaukee and Chicago is included under spendable highway funds. Federal funding for the Hiawatha service was discontinued in 2013.

F-4: Spendable Federal Funds for Wisconsin (constant 2021 dollars, millions)



T-4: Spendable Federal Funds for Wisconsin (constant 2021 dollars, millions)

Federal Fiscal Year	Spendable Highway Funds	Spendable Transit Funds
	332.0	42.4
2001	386.9	44.0
2002	401.0	46.4
2003	398.2	49.3
2004	425.2	49.4
	451.6	50.1
2006	476.4	52.6
2007	530.2	55.2
2008	578.5	61.5
2009	602.1	66.0
	612.2	63.8
2011	610.1	66.0
2012	616.2	70.0
2013	626.7	69.1
2014	632.9	71.7
	639.7	72.2
2016	677.4	74.3
2017	738.1	79.2
2018	760.3	81.8
2019	720.1	90.7
	776.5	128.3
2021	782.3	92.8
2000 – 2021 % Change	135.6%	119.0%
2000 – 2021 Compound Annual Growth Rate	4.2%	3.8%

Discretionary grants

While the total national amounts for discretionary grant programs are set by Congress, the grants themselves require application by the state (or other recipients) and may or may not be awarded based on a proposal review process typically conducted by the appropriate federal agency. Examples of discretionary grant programs include the following:

- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)
- Safe Transportation of Energy Products (STEP)
- Consolidated Rail Infrastructure and Improvements (CRSI)
- State of Good Repair
- Transportation Investment Generating Economic Recovery (TIGER)
- Infrastructure for Rebuilding America (INFRA) Grants

This document does not reflect discretionary grants that Wisconsin has received above and beyond annual highway and transit formula funding. In some cases, funding may have been provided through Congressional earmarks but was included in the federal highway obligation limit for the state. Some federal programs — such as FTA’s Bus & Bus Facilities Program — may have been included as a formula program under one authorization but changed to a (partially) discretionary program under a different authorization.

American Recovery and Reinvestment Act (ARRA)

ARRA federal funds were made available in the spring of 2009 and had to be spent by September 31, 2013. These funds required no state match, unlike most other federal transportation funds, and were programmed to support “shovel-ready” projects.

These investments are summarized in table T-AARA 1 on page 16 but are not included elsewhere in Section 2 of this document or the accompanying data spreadsheet.

Section 2 Federal Transportation Funds for Wisconsin

T-ARRA 1: Federal Stimulus Funds for Wisconsin (nominal dollars, millions)

State Fiscal Year	State Highways			Local Transportation Capital Assistance							TOTAL
	Major Highways	State Highway Rehabilitation	Southeast Wisconsin Highway Rehabilitation	Local Bridge Improvement Assistance	Local Transportation Facility Improvement Assistance	Transportation Enhancements	Transit	Passenger Rail**	Aeronautics Assistance	Harbor Assistance	
2009	32.30	160.40	104.53	20.48	32.89	3.37	11.30	0.00	15.73	0.00	380.99
2010	17.19	60.37	13.82	74.74	0.47	17.58	8.83	42.00	10.12	1.80	246.93

Note: **Decreased by \$780,000,000 in FY2010 because the federal stimulus funds for the Milwaukee to Madison high-speed passenger rail project were withdrawn.

SECTION 3

State Transportation Budget Revenues & Appropriations

The total state transportation budget is derived from four sources:

- *State transportation funds;*
 - *Federal transportation funds;*
 - *Bond funds; and*
 - *Other funds (local funds—government cost shares, specific service funds, program revenue and state general purpose funds).*
-

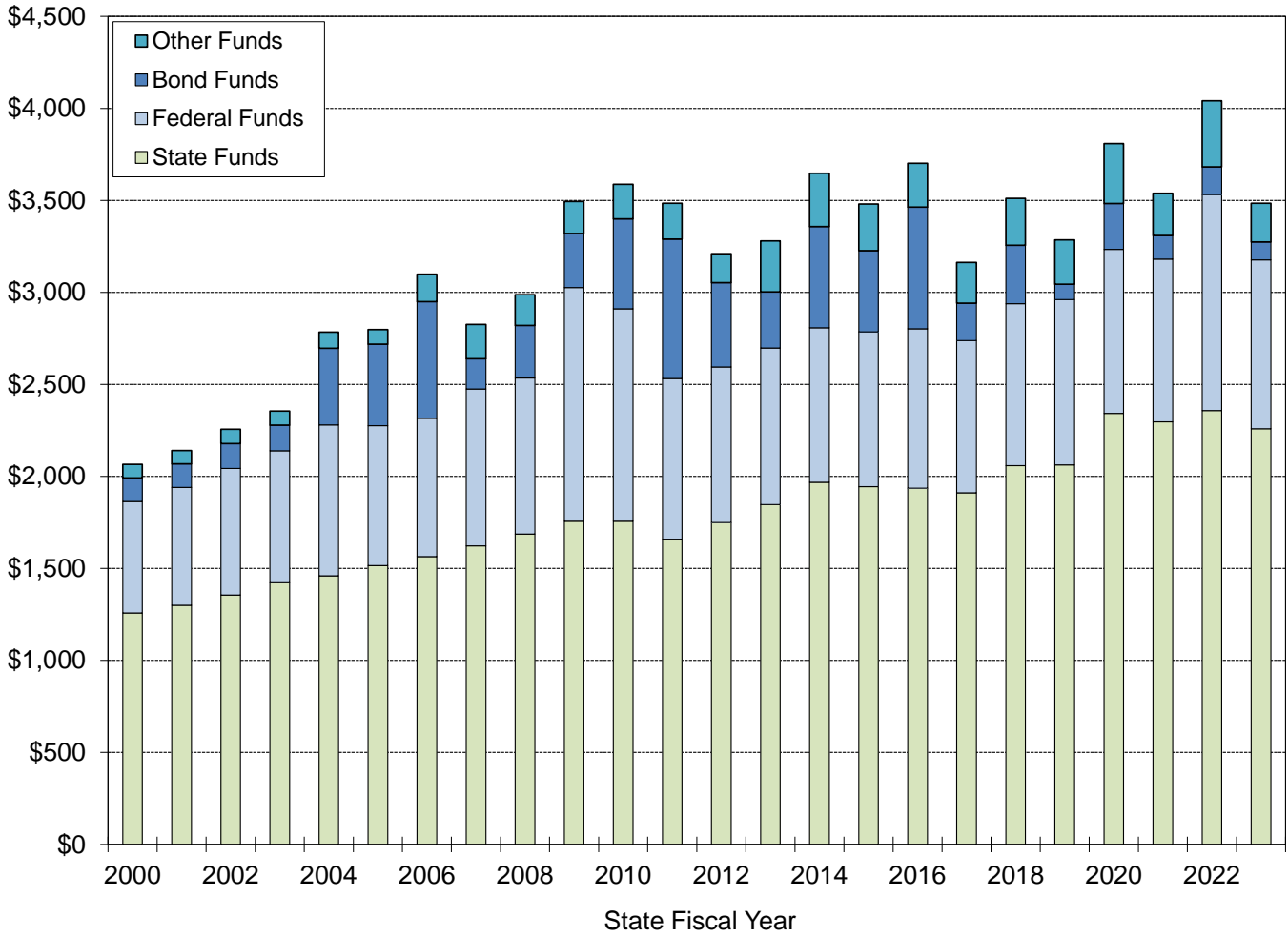
Funds data provided in this section does not necessarily conform to the information provided in Sections 1 and 2; Section 3 reflects Chapter 20 or budgeted amounts. Federal transportation funds data reflect funds provided for all modes of transport including air and transit, not just funding from the Highway Trust Fund.

This section summarizes the funds that make up the state transportation budget and the major expenditure categories for the budget. There are four major expenditure categories:

- State highways;
- Transportation capital assistance;
- Local transportation aids; and
- Other expenses, including department operations, debt service and appropriations for “other agencies.”

Chapter 20 divides the state transportation budget authority down further into six general categories: 1) Aids; 2) Local Transportation Assistance; 3) State Highway Facilities; 4) General Transportation Operations; 5) Motor Vehicle Services and Enforcement; and 6) Debt Service. A more detailed review of budget authority can be assessed by utilizing the Budget Trends spreadsheet.

F-5: State Transportation Budget by Source of Funds (nominal dollars, millions)



T-5: State Transportation Budget by Source of Funds (nominal dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	1,257.32	606.09	128.17	73.65	2,065.22
2001	1,299.17	640.75	128.44	72.30	2,140.66
2002	1,355.75	687.85	135.16	77.78	2,256.54
2003	1,422.31	716.25	139.89	77.12	2,355.57
2004	1,459.11	820.72	415.74	87.62	2,783.20
2005	1,515.81	760.20	442.21	79.81	2,798.04
2006	1,564.46	751.46	633.34	148.76	3,098.01
2007	1,622.44	852.95	164.03	185.89	2,825.31
2008	1,686.09	848.08	285.69	167.05	2,986.90
2009	1,755.63	1,270.28	294.35	173.75	3,494.00
2010	1,756.49	1,154.70	487.87	187.78	3,586.84
2011	1,659.23	872.67	757.52	195.13	3,484.56
2012	1,748.99	844.88	459.36	156.98	3,210.22
2013	1,846.95	850.88	305.21	276.21	3,279.25
2014	1,967.69	840.32	549.21	289.72	3,646.94
2015	1,944.44	840.26	442.21	252.45	3,479.36
2016	1,936.18	865.18	662.60	236.86	3,700.81
2017	1,911.18	827.38	203.32	220.03	3,161.90
2018	2,059.05	879.27	318.22	254.73	3,511.26
2019	2,062.87	897.63	84.18	241.13	3,285.80
2020	2,342.98	890.17	249.13	326.68	3,808.96
2021	2,295.99	885.17	127.13	230.13	3,538.43
2022	2,357.54	1,174.25	149.66	360.13	4,041.59
2023	2,259.11	917.87	97.66	209.97	3,484.62
2023 % Share	64.8%	26.3%	2.8%	6.0%	
2000 – 2023 % Change	79.7%	51.4%	-23.8%	185.1%	68.7%
2000 – 2023 Compound Annual Growth Rate	2.6%	1.8%	-1.2%	4.7%	2.3%

Note: "Other Funds" include local, state general-purpose and program revenue funds.

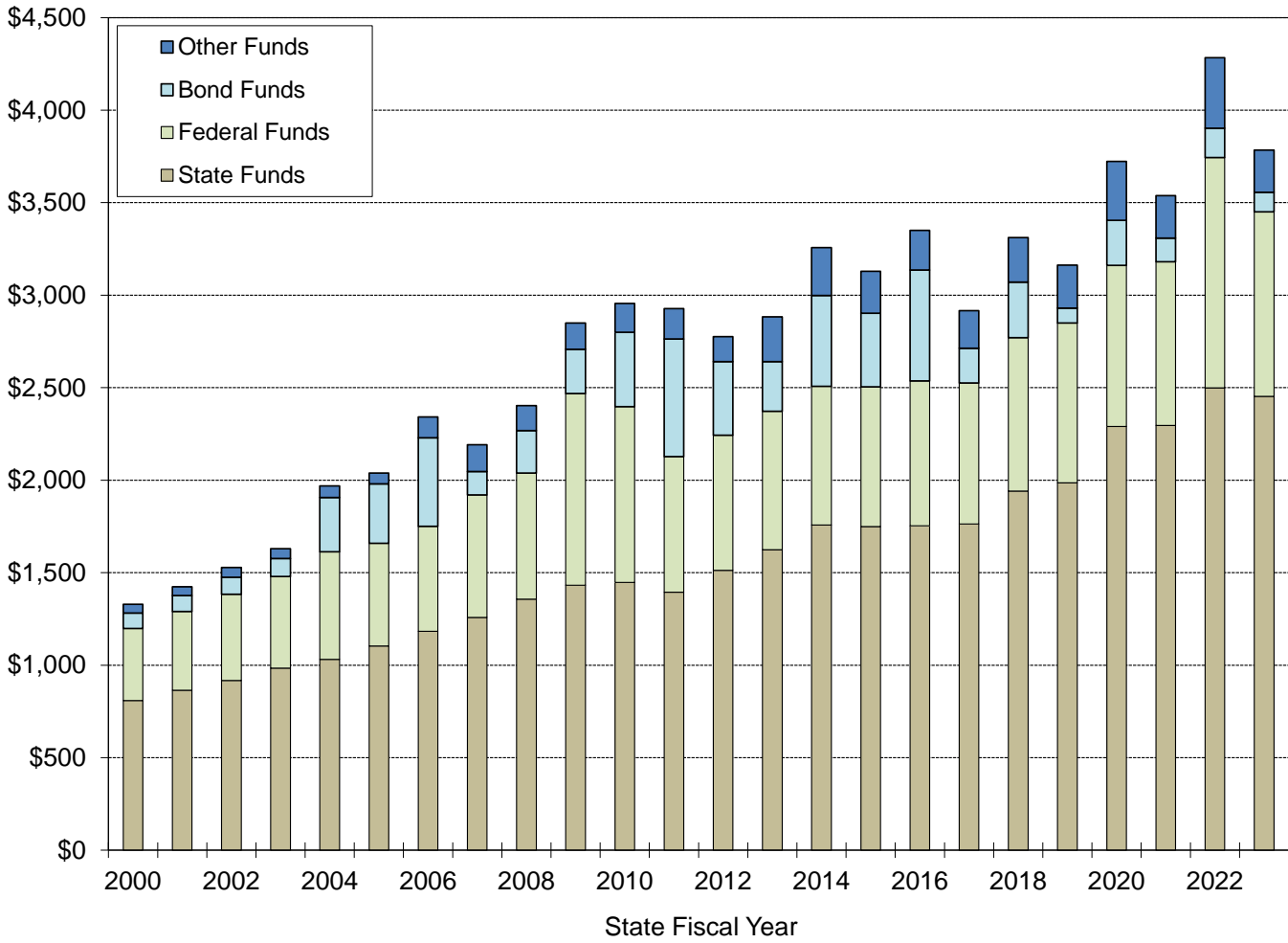
"Bond Funds" include bonding authority from all transportation revenue bonds (TRB) and general obligation bonds (GO), regardless of source of debt service payment.

"State Funds" includes funds transferred to the General Fund.

"Federal Funds" includes ARRA stimulus funding of \$380.99 million in FY2009 and \$246.9 million in FY2010.

Service funds are excluded from the figure/table.

F-6: State Transportation Budget by Source of Funds (constant 2021 dollars, millions)

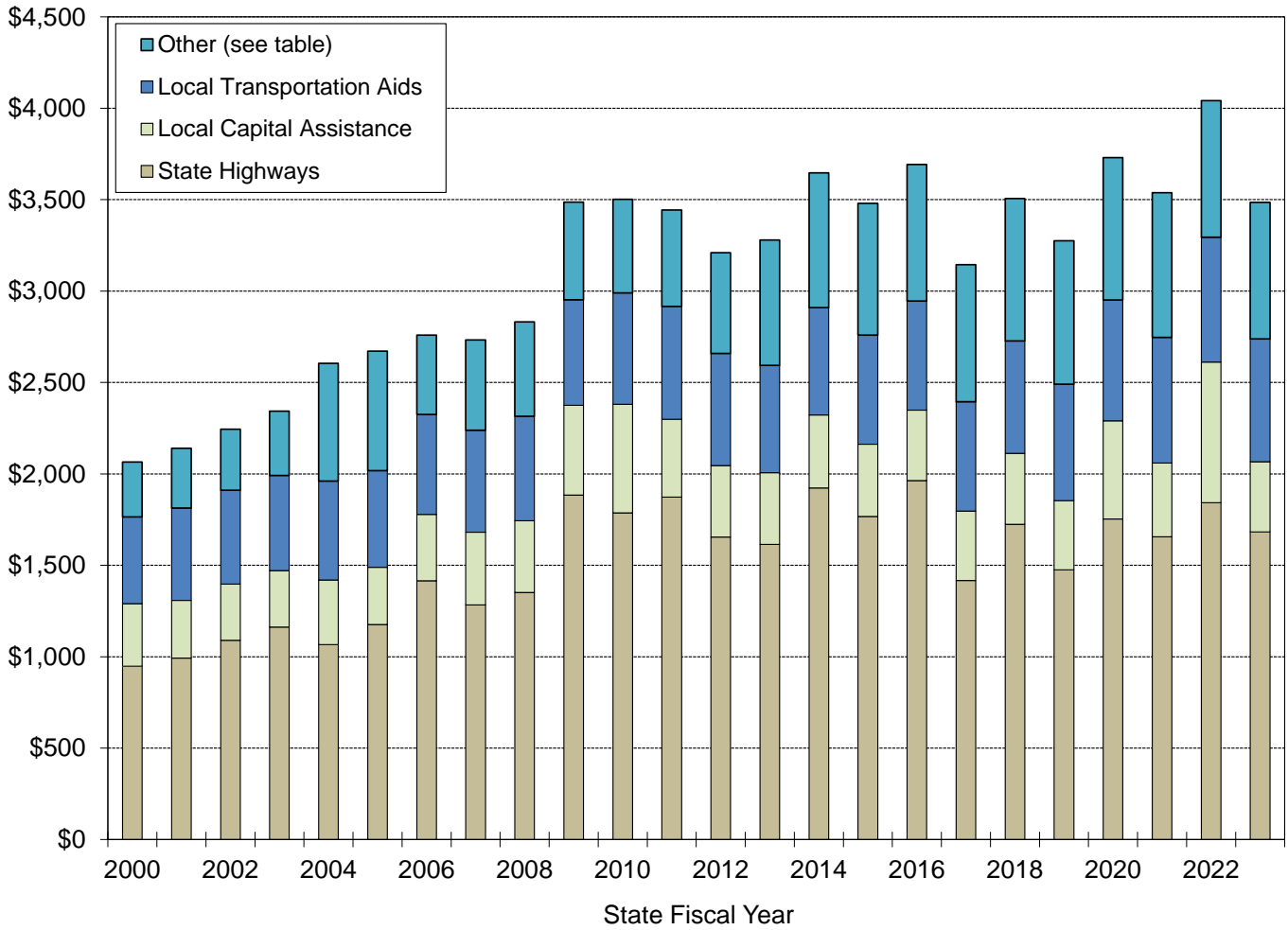


Section 3 State Transportation Budget Revenues & Appropriations

T-6: State Transportation Budget by Source of Funds (constant 2021 dollars, millions)

State Fiscal Year	State Funds	Federal Funds	Bond Funds	Other Funds	TOTAL
2000	808.88	389.92	82.45	47.38	1,328.63
2001	864.31	426.28	85.45	48.10	1,424.14
2002	917.93	465.72	91.51	52.66	1,527.81
2003	984.21	495.63	96.80	53.36	1,630.00
2004	1,031.94	580.45	294.03	61.97	1,968.39
2005	1,104.26	553.80	322.15	58.14	2,038.35
2006	1,182.75	568.11	478.81	112.46	2,342.13
2007	1,258.46	661.60	127.23	144.19	2,191.47
2008	1,356.35	682.22	229.82	134.38	2,402.76
2009	1,432.06	1,036.16	240.10	141.73	2,850.05
2010	1,446.87	951.16	401.87	154.68	2,954.58
2011	1,393.87	733.10	636.37	163.93	2,927.27
2012	1,512.42	730.60	397.23	135.75	2,776.00
2013	1,624.05	748.19	268.38	242.88	2,883.49
2014	1,757.14	750.40	490.44	258.72	3,256.70
2015	1,748.80	755.71	397.71	227.05	3,129.28
2016	1,752.94	783.30	599.90	214.44	3,350.57
2017	1,762.46	763.00	187.50	202.91	2,915.86
2018	1,941.54	829.09	300.06	240.19	3,310.88
2019	1,985.38	863.91	81.02	232.07	3,162.39
2020	2,290.53	870.24	243.55	319.36	3,723.69
2021	2,295.99	885.17	127.13	230.13	3,538.43
2022	2,499.00	1,244.71	158.64	381.74	4,284.09
2023	2,453.71	996.94	106.07	228.06	3,784.79
2000 – 2023 % Change	203.3%	155.7%	28.6%	381.3%	184.9%
2000 – 2023 Compound Annual Growth Rate	4.9%	4.2%	1.1%	7.1%	4.7%

F-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)



Section 3 State Transportation Budget Revenues & Appropriations

T-7: State Transportation Budget by Major Appropriation Category (nominal dollars, millions)

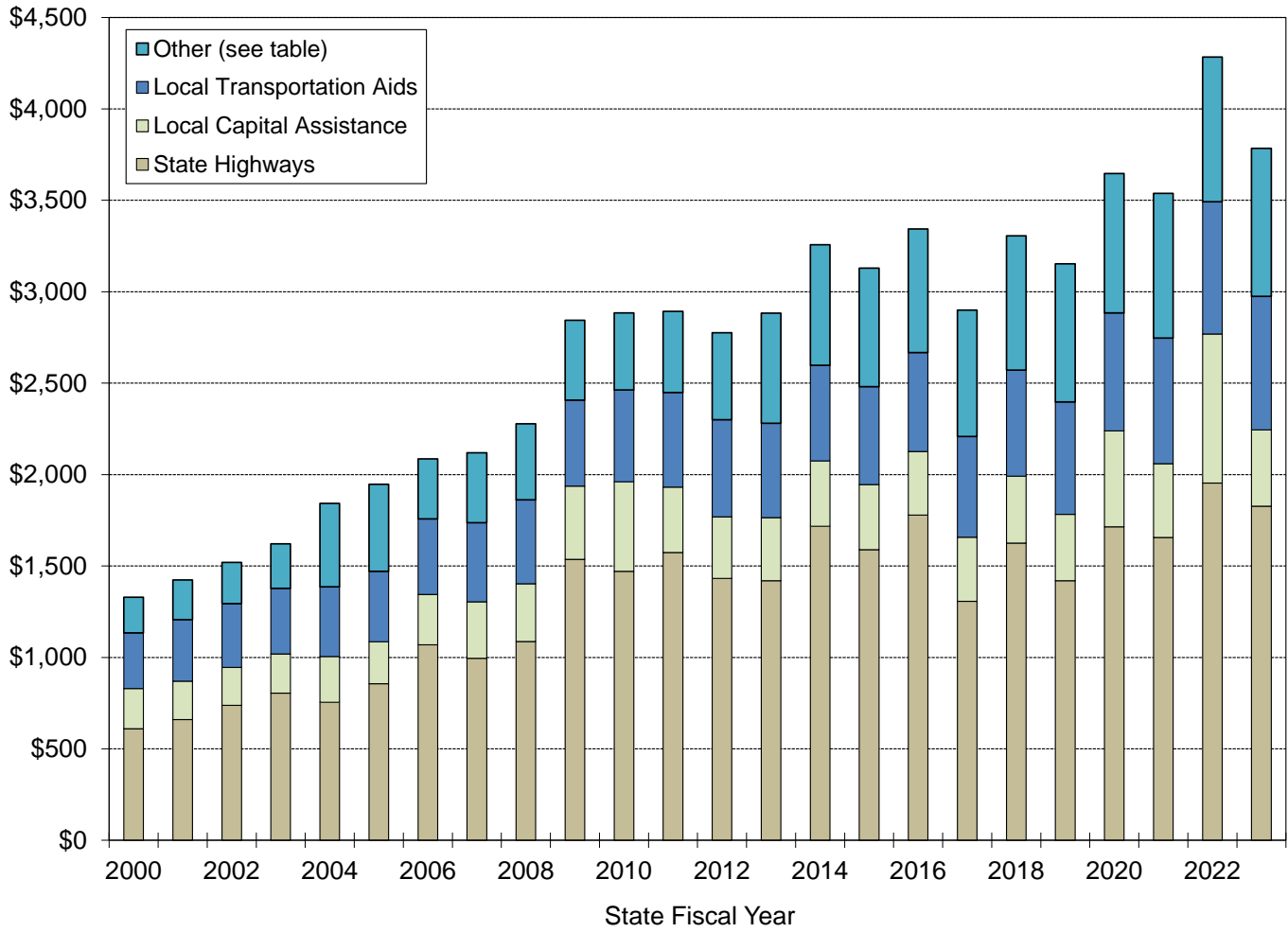
State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	Other			TOTAL
				State Operations	Debt Service	Other Agencies	
2000	947.93	342.15	473.94	194.09	90.32	16.78	2,065.21
2001	992.02	316.31	505.51	214.59	94.50	17.72	2,140.66
2002	1,090.32	306.43	513.81	221.83	93.27	19.34	2,244.99
2003	1,162.16	309.30	519.59	226.72	105.81	19.61	2,343.19
2004	1,065.89	354.22	540.15	234.04	119.70	290.64	2,604.64
2005	1,175.62	313.92	528.67	235.52	166.26	251.31	2,671.30
2006	1,414.75	364.27	546.21	222.04	188.75	23.54	2,759.56
2007	1,283.30	397.57	558.17	232.65	234.76	25.64	2,732.09
2008	1,351.70	392.00	571.00	247.69	243.89	25.42	2,831.70
2009	1,884.18	490.47	577.21	260.48	249.48	25.37	3,487.20
2010	1,786.47	593.71	610.42	227.32	258.72	25.42	3,502.06
2011	1,872.87	425.84	617.19	224.21	278.44	25.17	3,443.73
2012	1,655.17	389.95	614.14	242.03	283.81	25.11	3,210.21
2013	1,613.93	392.72	586.30	239.40	421.75	25.14	3,279.25
2014	1,923.34	399.38	586.17	241.39	470.87	25.77	3,646.93
2015	1,767.31	395.31	596.37	240.77	453.28	26.30	3,479.35
2016	1,963.66	384.91	597.55	240.19	479.56	26.56	3,692.43
2017	1,417.09	379.79	597.51	241.39	481.41	26.71	3,143.90
2018	1,724.24	388.20	614.04	246.07	506.79	26.75	3,506.09
2019	1,474.74	378.07	638.07	242.99	515.00	26.80	3,275.66
2020	1,753.43	536.42	660.93	249.14	503.33	26.68	3,729.93
2021	1,656.39	402.35	688.36	246.96	518.11	26.25	3,538.43
2022	1,842.47	769.75	682.81	263.00	456.32	27.19	4,041.56
2023	1,682.34	383.66	672.45	261.74	456.67	27.77	3,484.62
2000 % Share	45.9%	16.6%	22.9%	9.4%	4.4%	0.8%	
2023 % Share	48.3%	11.0%	19.3%	7.5%	13.1%	0.8%	
2000 – 2023 % Change	77.5%	12.1%	41.9%	34.9%	405.6%	65.5%	68.7%
2000 – 2023 Compound Annual Growth Rate	2.5%	0.5%	1.5%	1.3%	7.3%	2.2%	2.3%

Note: “Debt Service” includes amounts for all TRB and GO issues; for further detail see Section 7, figures/tables 41 and 42.

“State Operations” include amounts for the divisions of Motor Vehicles and State Patrol and business operations of the department.

Includes \$83.77 million in FY2009 and \$155.54 million in FY2010 of federal stimulus funds for local capital assistance, and \$297.23 million in FY2009 and \$91.38 million in FY2010 for state highways.

F-8: State Transportation Budget by Major Appropriation Category (constant 2021 dollars, millions)



Section 3 State Transportation Budget Revenues & Appropriations

T-8: State Transportation Budget by Major Appropriation Category (constant 2021 dollars, millions)

State Fiscal Year	State Highways	Local Capital Assistance	Local Transportation Aids	Other			TOTAL
				State Operations	Debt Service	Other Agencies	
2000	609.83	220.12	304.91	124.86	58.11	10.80	1,328.63
2001	659.97	210.44	336.31	142.77	62.87	11.79	1,424.14
2002	738.21	207.47	347.88	150.19	63.15	13.10	1,520.00
2003	804.19	214.03	359.54	156.89	73.22	13.57	1,621.43
2004	753.84	250.52	382.02	165.52	84.66	205.55	1,842.11
2005	856.43	228.68	385.13	171.57	121.12	183.08	1,946.02
2006	1,069.56	275.39	412.94	167.86	142.70	17.80	2,086.26
2007	995.40	308.38	432.95	180.46	182.09	19.88	2,119.16
2008	1,087.35	315.34	459.33	199.25	196.19	20.45	2,277.91
2009	1,536.93	400.07	470.83	212.47	203.50	20.70	2,844.50
2010	1,471.56	489.06	502.82	187.25	213.11	20.94	2,884.75
2011	1,573.34	357.73	518.48	188.36	233.91	21.15	2,892.97
2012	1,431.29	337.21	531.07	209.29	245.42	21.72	2,776.00
2013	1,419.15	345.32	515.54	210.51	370.85	22.11	2,883.49
2014	1,717.53	356.65	523.45	215.56	420.49	23.01	3,256.70
2015	1,589.49	355.53	536.37	216.55	407.68	23.66	3,129.27
2016	1,777.82	348.49	541.00	217.46	434.17	24.04	3,342.98
2017	1,306.82	350.23	551.01	222.61	443.95	24.63	2,899.26
2018	1,625.84	366.05	579.00	232.03	477.87	25.22	3,306.01
2019	1,419.34	363.87	614.10	233.87	495.65	25.79	3,152.62
2020	1,714.18	524.41	646.13	243.56	492.06	26.08	3,646.43
2021	1,656.39	402.35	688.36	246.96	518.11	26.25	3,538.43
2022	1,953.02	815.94	723.78	278.78	483.70	28.83	4,284.06
2023	1,827.25	416.71	730.37	284.28	496.00	30.16	3,784.79
2000 – 2023 % Change	199.6%	89.3%	139.5%	127.7%	753.6%	179.4%	184.9%
2000 – 2023 Compound Annual Growth Rate	4.9%	2.8%	3.9%	3.6%	9.8%	4.6%	4.7%

SECTION 4

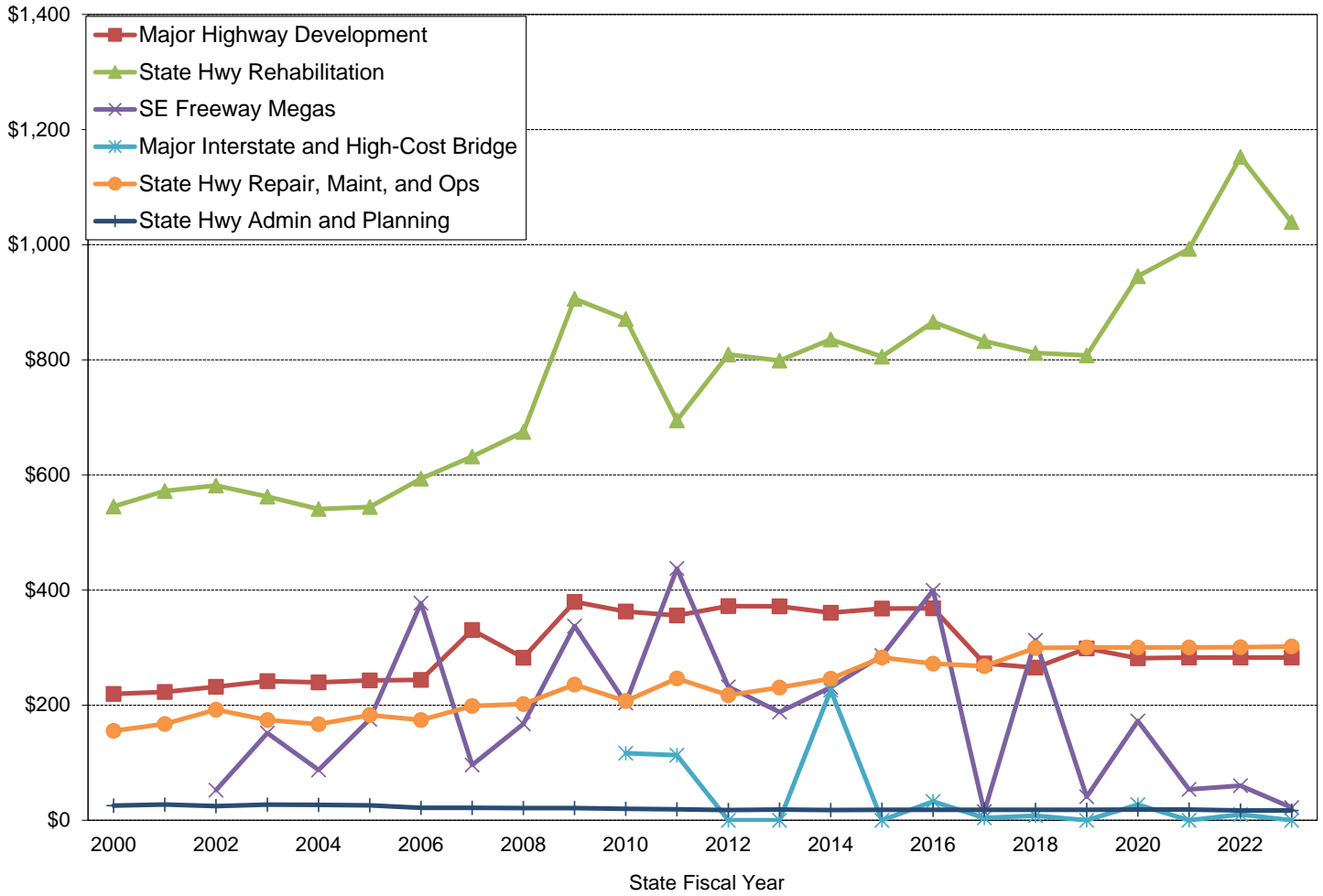
Appropriations for State Highways

The State Highway Program is comprised of five main components:

- *Major Highway Development;*
- *State Highway Rehabilitation;*
- *Southeast Wisconsin Freeway and Megaprojects;*
- *Major Interstate and High-Cost Bridge Construction; and*
- *State Highway Maintenance, Repair, and Traffic Operations.*

Another element of the State Highway Program, Administration and Planning, is also included in this section.

F-9: State Highways by Source of Funds (nominal dollars, millions)



Section 4 Appropriations for State Highways

T-9: State Highways by Source of Funds (nominal dollars, millions)

State Fiscal Year	Major Highway Development	State Hwy Rehabilitation	SE Freeway Megas	Major Interstate and High-Cost Bridge	State Hwy Repair, Maint, and Ops	State Hwy Admin and Planning	TOTAL
2000	219.51	545.17			155.39	25.58	945.65
2001	223.02	572.04			167.34	27.37	989.78
2002	231.93	581.31	52.33		192.14	24.48	1,082.18
2003	241.62	562.13	151.60		174.21	27.01	1,156.56
2004	239.70	540.71	87.24		167.05	26.84	1,061.54
2005	242.94	544.32	175.66		182.61	25.74	1,171.27
2006	243.95	593.45	377.29		174.28	21.43	1,410.40
2007	330.79	631.80	95.99		198.60	21.77	1,278.95
2008	282.41	674.55	167.35		201.89	21.15	1,347.35
2009	379.56	905.87	337.49		235.54	21.38	1,879.83
2010	362.53	870.88	203.50	116.51	206.97	19.68	1,780.07
2011	355.94	694.67	437.28	113.10	246.50	18.93	1,866.42
2012	372.17	809.17	232.02	-	217.41	17.94	1,648.71
2013	371.56	798.79	188.00	-	230.66	18.46	1,607.47
2014	360.55	835.34	231.00	226.00	246.06	17.93	1,916.88
2015	367.85	805.56	286.00	-	282.95	18.03	1,760.38
2016	368.40	865.75	399.60	32.80	271.88	18.30	1,956.73
2017	272.70	832.27	15.00	4.00	267.89	18.30	1,410.16
2018	265.07	811.79	312.78	8.00	299.47	18.29	1,715.39
2019	298.63	807.65	40.80	-	300.44	18.29	1,465.81
2020	281.40	945.16	172.66	27.00	300.33	18.45	1,745.01
2021	282.80	992.65	53.74	-	300.33	18.45	1,647.96
2022	282.80	1,152.39	60.00	10.00	300.84	17.02	1,823.05
2023	282.80	1,039.24	22.00	-	301.86	17.02	1,662.92
2000 – 2023 % Change	28.8%	90.6%	N/A	N/A	94.3%	-33.4%	75.8%
2000 – 2023 Compound Annual Growth Rate	1.1%	2.8%	N/A	N/A	2.9%	-1.8%	2.5%

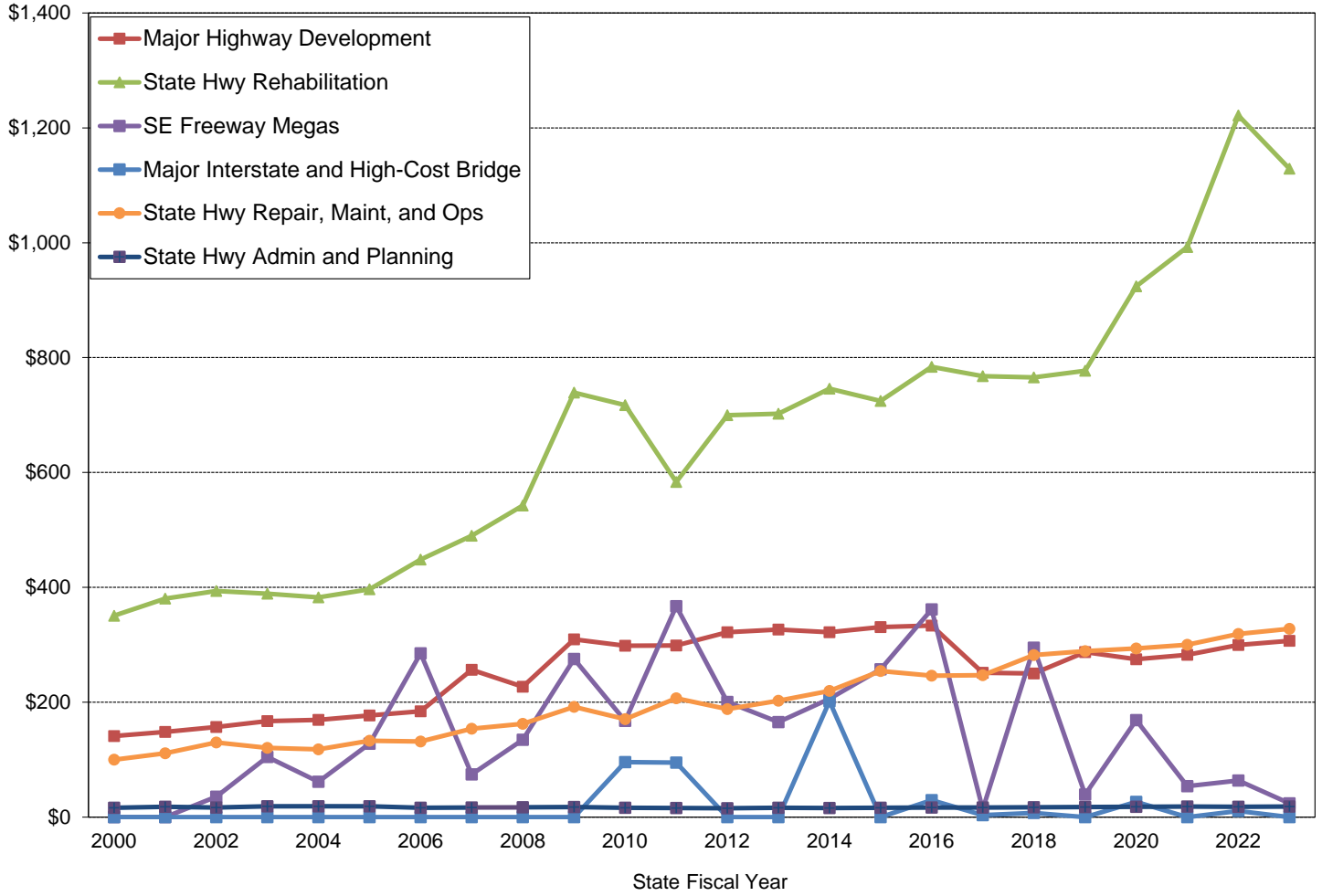
Note: Majors Program includes \$32.3 million in FY2009 and \$17.19 million in FY2010 of federal stimulus funds.

In 2002, a one-time transfer of \$27 million from State Highway Rehabilitation to State Highway Operations occurred as part of 2001 Wisconsin Act 16. The transfer was related to statutory definition changes of highway maintenance and rehabilitation that mandated activities such as pavement marking, installation of traffic signals, traffic signs, street lighting, and intelligent transportation systems be paid from highway maintenance funds, unless those activities were “incidental” to a larger highway rehabilitation project. The \$27 million represented the estimated annual cost of these on-going activities.

Funding for state-owned lift bridges is included beginning in FY2006 as part of State Highway Rehabilitation.

Excluded from these data are local and program revenue funds amounting to less than \$3 million annually.

F-10: State Highways by Source of Funds (constant 2021 dollars, millions)



Section 4 Appropriations for State Highways

T-10: State Highways by Source of Funds (constant 2021 dollars, millions)

State Fiscal Year	Major Highway Development	State Hwy Rehabilitation	SE Freeway Megas	Major Interstate and High-Cost Bridge	State Hwy Repair, Maint, and Ops	State Hwy Admin and Planning	TOTAL
2000	141.22	350.73	-	-	99.97	16.45	608.37
2001	148.37	380.57	-	-	111.33	18.21	658.48
2002	157.03	393.58	35.43	-	130.09	16.58	732.71
2003	167.19	388.98	104.90	-	120.55	18.69	800.31
2004	169.53	382.41	61.70	-	118.14	18.99	750.77
2005	176.98	396.53	127.97	-	133.03	18.75	853.26
2006	184.43	448.65	285.23	-	131.76	16.20	1,066.28
2007	256.58	490.06	74.45	-	154.05	16.88	992.03
2008	227.18	542.63	134.62	-	162.40	17.01	1,083.85
2009	309.60	738.91	275.29	-	192.13	17.44	1,533.38
2010	298.63	717.37	167.63	95.97	170.49	16.21	1,466.29
2011	299.02	583.57	367.34	95.01	207.08	15.90	1,567.92
2012	321.83	699.72	200.64	-	188.00	15.52	1,425.70
2013	326.72	702.39	165.31	-	202.82	16.23	1,413.47
2014	321.97	745.96	206.28	201.82	219.73	16.01	1,711.77
2015	330.84	724.50	257.22	-	254.48	16.22	1,583.26
2016	333.53	783.82	361.78	29.70	246.15	16.57	1,771.55
2017	251.48	767.51	13.83	3.69	247.05	16.88	1,300.43
2018	249.94	765.46	294.93	7.54	282.38	17.24	1,617.49
2019	287.42	777.31	39.27	-	289.16	17.60	1,410.75
2020	275.10	924.00	168.80	26.40	293.60	18.04	1,705.94
2021	282.80	992.65	53.74	-	300.33	18.45	1,647.96
2022	299.77	1,221.54	63.60	10.60	318.89	18.05	1,932.44
2023	307.16	1,128.76	23.90	-	327.86	18.49	1,806.16
2000 – 2023 % Change	117.5%	221.8%	N/A	N/A	228.0%	12.4%	196.9%
2000 – 2023 Compound Annual Growth Rate	3.4%	5.2%	N/A	N/A	5.3%	0.5%	4.8%

Major Highway Development Description

The first component of the State Highway Program provides for the development and construction of new or significantly improved state highways.

2011 Wisconsin Act 32 modified the definition of a major highway project to recognize two categories for major highway projects:

- Projects with a total cost threshold of \$49.5 million (in 2022 dollars) with any of the following: 1) constructing a new highway 2.5 miles or more in length; 2) reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding five or more miles in length; 3) improving to freeway standards 10 or more miles of an existing divided highway having two or more lanes in either direction.
- State Trunk Highway Rehabilitation projects with a cost of at least \$123.7 million (in 2022 dollars) that do not meet the other statutory requirements defining a major highway project.

For both categories of projects, the total cost threshold is adjusted annually by using the Wisconsin DOT Transportation Price Index, Yearly Moving Average.

Major highways are intended to provide long-term solutions to most serious safety, design, and capacity deficiencies on heavily traveled segments of the highway system.

State Highway Rehabilitation Description

The second component of the State Highway Program is the State Highway Rehabilitation Program (SHR). Improvements, other than Major Projects and Southeast Freeway Megaprojects, are completed through the SHR program.

The SHR program includes resurfacing, reconditioning, and reconstruction of existing highways and bridges, and is often referred to as the “3R” Program.

The program provides funding for safety improvements, upgrades of deteriorated pavement and roadway base, and modernization of state highways to meet current and projected travel needs. It may also include bridge replacement and some highway expansion work. Construction taking place under an expansion project is not large enough to meet the statutory criteria to qualify as a Major Project. Land acquisitions may occur with SHR projects.

SHR program involves three components:

- Backbone rehabilitation
- State bridges
- Existing highways

Backbone rehabilitation

The Corridors 2030 Backbone System consists of 1,588 miles of freeways and expressways connecting major economic areas of the state. This includes Wisconsin’s 875 miles of Interstate highways. While original Interstate construction is complete in Wisconsin, lanes and interchanges may still be added when warranted by traffic conditions.

State bridges

The State bridges component of the SHR subprogram deals with improvements to bridges on the non-Interstate portion of the state highway system, including bridge replacements and major bridge repair. Bridge rehabilitation generally increases load-carrying capacity and widens deck roadways. The program does not include bridges that can be effectively treated through routine repair, which is funded in the maintenance program.

Existing highways

The existing highways component of the SHR subprogram deals with improvements to the non-Corridors 2030 backbone portion of the state highway system. It funds “3R” improvements—resurfacing, reconditioning and reconstructing existing roadways—and the minor addition of lanes, traffic and safety improvements, and minor realignments of roadway.

By 2030, all 1,588 miles of the Corridors 2030 Backbone System are intended to be multi-lane.

Southeastern Wisconsin Freeway Rehabilitation Description

The Marquette Interchange (the junction of I-94, I-794, and I-43), and the Zoo Interchange (the junction of I-94, I-894, and US Highway 45), are key elements of the Southeastern Wisconsin Freeway system. The freeway system is being rehabilitated in order to address various safety, design, and congestion concerns.

The rebuilding of the Marquette Interchange was the first in a series of planned projects to improve the freeway system.

2001 Wisconsin Act 16 created separate appropriations for the rehabilitation of the Southeast Wisconsin freeway system, including the Marquette Interchange in downtown Milwaukee. In 2001 Wisconsin Act 109, the Legislature prohibited the use of SHR and Major Project funds for the rehabilitation of the Southeast Wisconsin freeway system.

2007 Wisconsin Act 20 included the I-94 North-South Corridor and the Zoo Interchange in a list of projects approved for construction, as required under Section 84.014 (5M) Wis. Stats. Under current law, statutory enumeration is required prior to any capacity expansion project on the Southeastern Wisconsin Freeway System.

The Southeast Wisconsin Freeway Rehabilitation program was eliminated effective June 30, 2011.

Southeast Wisconsin Freeway Megaprojects

2011 Wisconsin Act 32 created a Southeast Wisconsin Freeway Megaproject subprogram for all projects on the Southeast Wisconsin Freeway system expected to cost more than \$500 million, such as the reconstruction of the I-94 North-South Corridor and the Zoo Interchange. The project cost threshold is indexed to construction inflation. These projects must be enumerated in state law.

Major Interstate and High-Cost Bridge Construction Description

2009 Wisconsin Act 28 created appropriations for state, local, and federal funds for major interstate bridge construction. A Major Interstate Bridge program project involves the construction or reconstruction of a bridge on the state trunk highway system crossing a river that forms the boundary of the state, for which the state's share of costs is estimated to exceed \$100 million.

2011 Wisconsin Act 32 created a high-cost bridge program for rehabilitation or construction projects on bridges on a state highway that, including approaches, have an estimated cost exceeding \$150 million that is not an interstate bridge or a part of a southeast Wisconsin freeway megaproject.

State Highway Maintenance, Repair, and Traffic Operations Description

Funds are used for operating the highway system to provide year-round mobility, daily maintenance and safety activities, repair, and preservation of the system to obtain full-service life, and to enhance the natural beauty of roadsides.

Major maintenance activities include repairing potholes, cracks, and guardrails, rebuilding shoulders, inspecting, and repairing bridges and drainage structures, removing hazardous debris, removing snow, and managing the salt inventory. In addition, maintenance includes operating state-owned lift bridges, mowing roadsides, controlling noxious weeds, and maintaining waysides and rest areas.

Critical Traffic Operations activities include installing and maintaining pavement markings, traffic signs, traffic signals, highway lighting, and Intelligent Transportation Systems (ITS).

ITS projects include installation and updating of ramp meters, cameras, dynamic message signs, and communication networks to provide real-time information and decrease highway delay. Traffic operation also includes running the Statewide Traffic Operations Center.

State Highway Administration and Planning Description

These funds are provided for the administration and planning of the Aids programs, Local Transportation Assistance, and the State Highway Programs. Typical activities include:

- Administrative costs related to the state highway program;
- Pre-design project scoping and planning;
- Highway access management;
- Environmental planning and analysis;
- Applied research related to highway planning, design, and construction.

SECTION 5

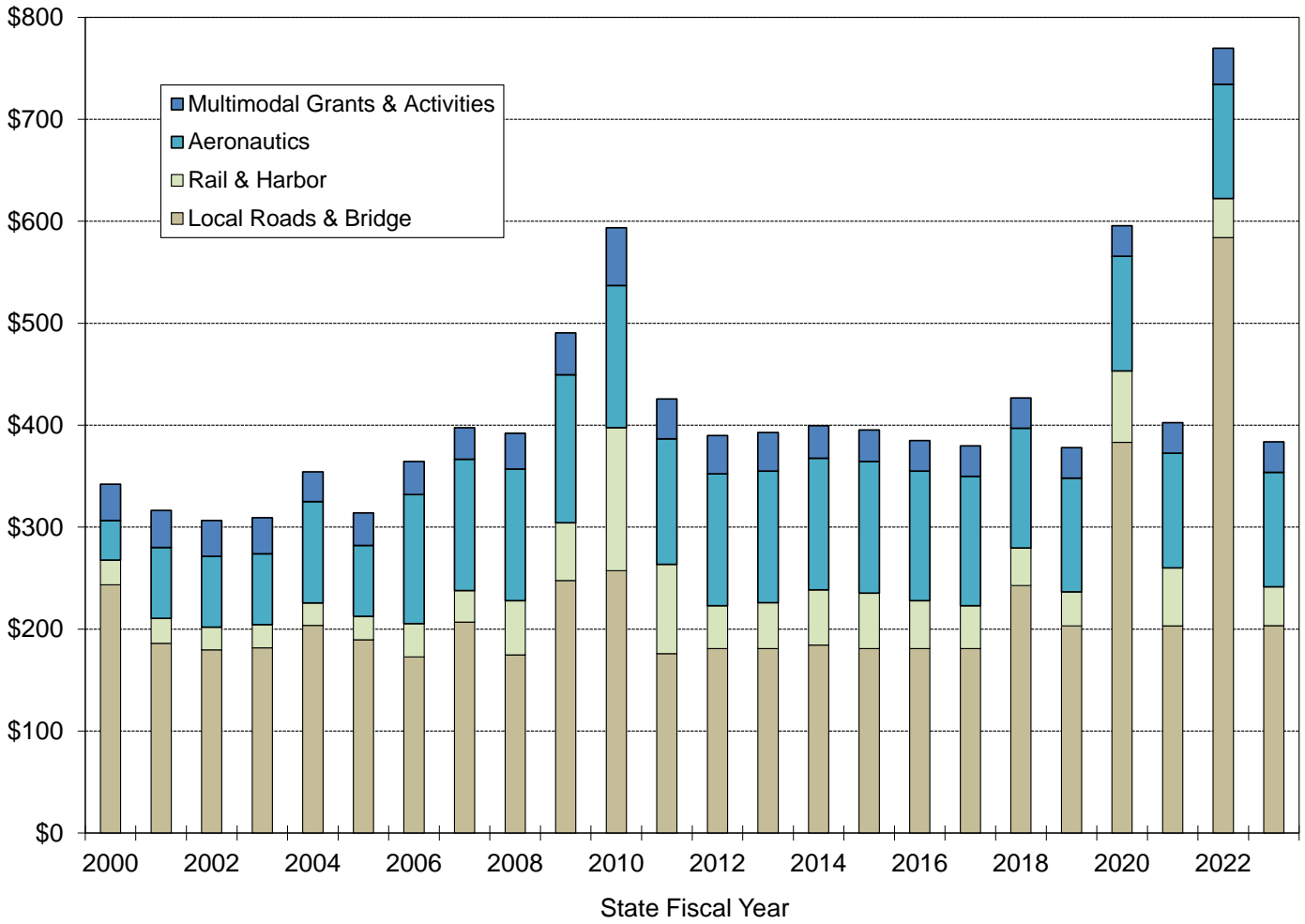
Appropriations for Local Transportation Capital Assistance

Local Transportation capital assistance programs provide financial assistance for a wide variety of transportation modes. These programs represent capital assistance for specific projects, as opposed to “transportation aids” (detailed in Section 6) that support ongoing local transportation programs.

This section provides detailed data for several categories of assistance:

- Local Roads and Bridge Programs;
- Aeronautics Assistance;
- Freight and Passenger Rail Assistance;
- Harbor Assistance;
- Multimodal Grants and Activities.

F-11: Local Transportation Capital Assistance (nominal dollars, millions)



Section 5 Appropriations for Local Transportation Capital Assistance

T-11: Local Transportation Capital Assistance (nominal dollars, millions)

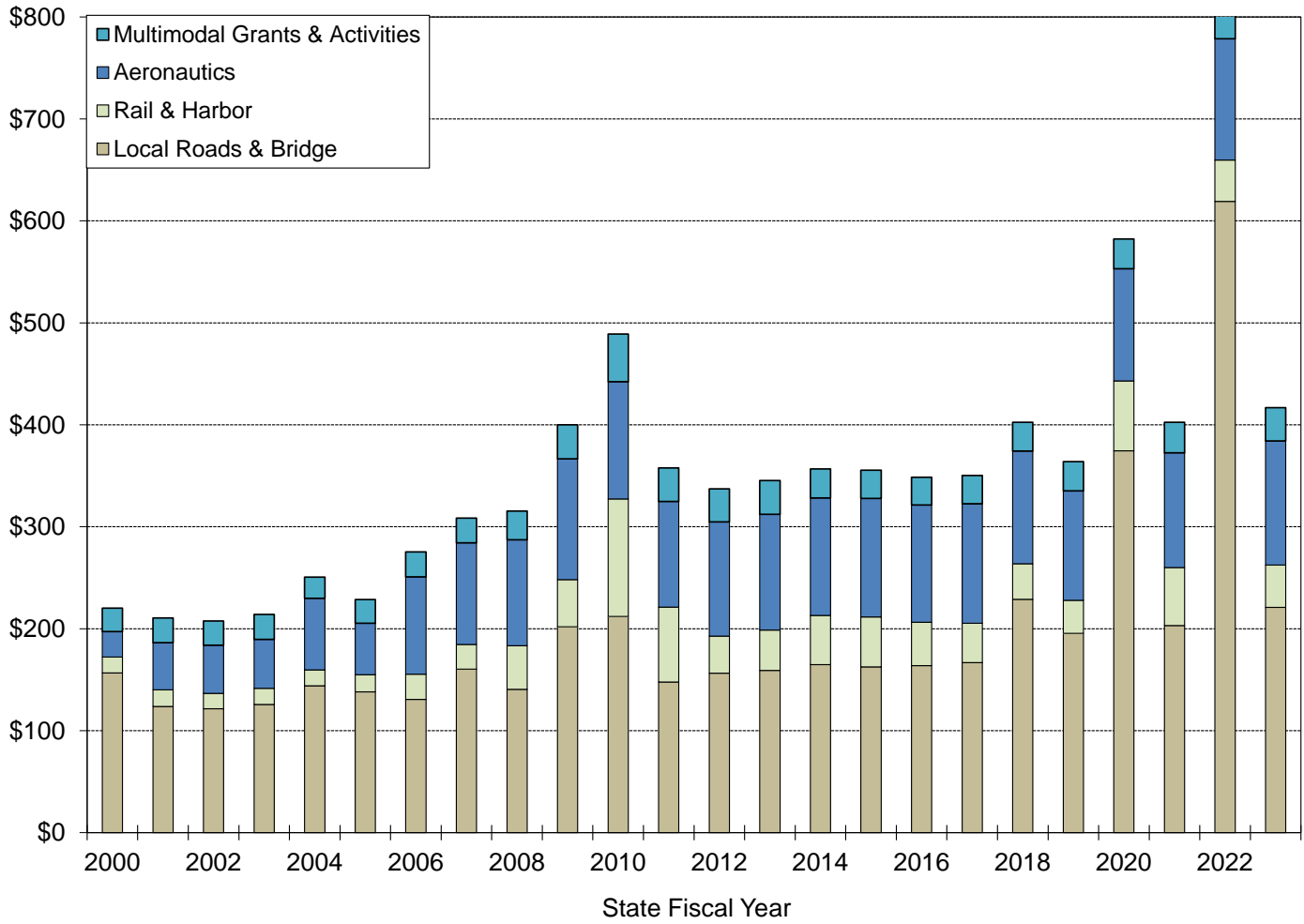
State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	243.36	24.28	38.94	35.58	342.15
2001	186.05	24.49	69.59	36.19	316.31
2002	179.59	22.31	69.51	35.01	306.43
2003	181.51	22.90	69.45	35.44	309.30
2004	203.73	21.94	99.30	29.25	354.22
2005	189.65	22.84	69.50	31.92	313.92
2006	172.73	32.70	126.51	32.34	364.27
2007	206.82	31.01	128.76	30.98	397.57
2008	174.63	53.24	129.14	34.99	392.00
2009	247.62	56.65	145.13	41.07	490.47
2010	257.31	140.16	139.43	56.82	593.71
2011	175.87	87.52	123.32	39.12	425.84
2012	180.82	42.21	129.30	37.62	389.95
2013	180.82	45.04	129.24	37.62	392.72
2014	184.42	54.09	129.20	31.68	399.39
2015	180.82	54.39	129.20	30.90	395.31
2016	180.82	47.12	127.07	29.90	384.91
2017	180.82	41.99	127.07	29.90	379.79
2018	242.76	36.90	117.25	29.90	426.80
2019	203.13	33.50	111.55	29.90	378.08
2020	383.22	69.89	112.54	29.90	595.55
2021	203.22	56.69	112.54	29.90	402.35
2022	584.03	38.26	112.19	35.27	769.75
2023	203.32	38.26	112.19	29.90	383.66
2000 – 2023 % Change	-16.5%	57.6%	188.1%	-16.0%	12.1%
2000 – 2023 Compound Annual Growth Rate	-0.8%	2.0%	4.7%	-0.8%	0.5%

Note: The Aeronautics program received base increases in FY2001 and FY2006 due to increases in federal funding related to reauthorization of the federal aeronautics program.

Rail and Harbor includes amounts for freight and passenger rail assistance.

Includes a total of \$83.77 million in FY2009 and \$155.54 million in FY2010 of federal stimulus funds for local capital assistance.

F-12: Local Transportation Capital Assistance (constant 2021 dollars, millions)



Section 5 Appropriations for Local Transportation Capital Assistance

T-12: Local Transportation Capital Assistance (constant 2021 dollars, millions)

State Fiscal Year	Local Roads & Bridge	Rail & Harbor	Aeronautics	Multimodal Grants & Activities	TOTAL
2000	156.56	15.62	25.05	22.89	220.12
2001	123.78	16.29	46.29	24.07	210.44
2002	121.60	15.10	47.07	23.71	207.47
2003	125.60	15.85	48.06	24.52	214.03
2004	144.09	15.52	70.23	20.69	250.52
2005	138.16	16.64	50.63	23.25	228.68
2006	130.58	24.72	95.64	24.45	275.39
2007	160.42	24.05	99.87	24.03	308.38
2008	140.47	42.83	103.89	28.15	315.34
2009	201.98	46.21	118.38	33.50	400.08
2010	211.95	115.45	114.85	46.80	489.06
2011	147.74	73.52	103.60	32.87	357.73
2012	156.36	36.50	111.81	32.53	337.21
2013	158.99	39.60	113.64	33.08	345.32
2014	164.68	48.30	115.38	28.29	356.65
2015	162.62	48.92	116.20	27.79	355.53
2016	163.71	42.66	115.05	27.07	348.49
2017	166.75	38.73	117.18	27.57	350.23
2018	228.91	34.79	110.55	28.19	402.45
2019	195.50	32.24	107.36	28.78	363.88
2020	374.64	68.33	110.02	29.23	582.22
2021	203.22	56.69	112.54	29.90	402.35
2022	619.08	40.55	118.92	37.39	815.94
2023	220.83	41.55	121.85	32.48	416.71
2000 – 2023 % Change	41.1%	166.1%	386.4%	41.9%	89.3%
2000 – 2023 Compound Annual Growth Rate	1.5%	4.3%	7.1%	1.5%	2.8%

Local Roads and Bridge Assistance Programs Description

The Local Roads and Bridge Assistance Programs comprise the largest share of transportation capital assistance programs. There are three primary components of the Local Roads and Bridge Programs:

- State and federal funding for bridge replacement;
- Federal aid for rehabilitation of local roads and streets; and
- A state-funded Local Roads Improvement Program (LRIP) created by 1991 Wisconsin Act 39, in part to encourage the improvement of roads not eligible for federal aid.

2019 Wisconsin Act 9 provided \$90.0 million GPR in FY2020 to a newly created GPR appropriation to fund local government projects that would be eligible for funding under the LRIP-Discretionary program.

2021 Wisconsin Act 58 provided \$100 million SEG in FY2022 on a one-time basis to fund local government projects eligible for funding under the LRIP-Discretionary program.

Aeronautics Assistance Activities Description

The state's airport improvement program provides funding from state and federal sources for various types of airport projects at commercial and general aviation airports in the state. While local governments are generally responsible for managing transportation projects funded under the other local assistance projects discussed above, projects funded in the airport improvement program are selected, designed, and managed by the state through the Department of Transportation's Bureau of Aeronautics. In addition, the Aviation Careers Education (ACE) program is a summer employment and learning opportunity for high school students in Milwaukee. ACE promotes aviation and space education and provides students experiences in aviation-related jobs.

Freight and Passenger Rail Assistance Description

The state funds three main assistance programs related to freight railroad service. These programs are the freight rail preservation program, the freight rail infrastructure improvement program, and the railroad crossing improvement and protection installation program. Much of the funding in these programs is provided directly to railroad companies.

In addition, the State of Wisconsin and the State of Illinois have jointly funded passenger rail services between the cities of Chicago and Milwaukee. A long-haul passenger rail service operates through Wisconsin twice daily, providing passenger rail services on Amtrak's Empire Builder route, which operates between Chicago and the State of Washington.

Harbor Assistance Description

The harbor assistance program provides grants for making capital improvements to harbors on the Great Lakes or the Mississippi River system

Multimodal Grants and Activities Description

This category of assistance includes funds that are not earmarked for a specific transportation mode. It includes the following programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Transportation Facilities Economic Assistance and Development Program (TEA);
- Transportation Alternatives Program (TAP);
- Transportation Enhancements Program (TE);
- SAFE Routes to Schools Program (SRTS);
- Bike and Pedestrian Facilities Program (BPFPP); and
- Temporary Grants.

Historically, the federal CMAQ and Enhancements programs generally provided federal funds for up to 80% of project costs and required matching funds from states or local governments to cover the remaining 20% of costs. Certain federal safety programs, including Safe Routes to Schools, provided 100% federal funds for projects.

The Transportation Alternatives Program (TAP) was created in 2012 by the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). TAP replaced the TE and SRTS programs. To reflect this federal change, 2013 Wisconsin Act 20 eliminated the state TE and SRTS programs, and the BPFPP (which was funded with federal TE funds) and replaced them with a state TAP. The TAP has similar but not identical eligibilities to the former programs.

SECTION 6

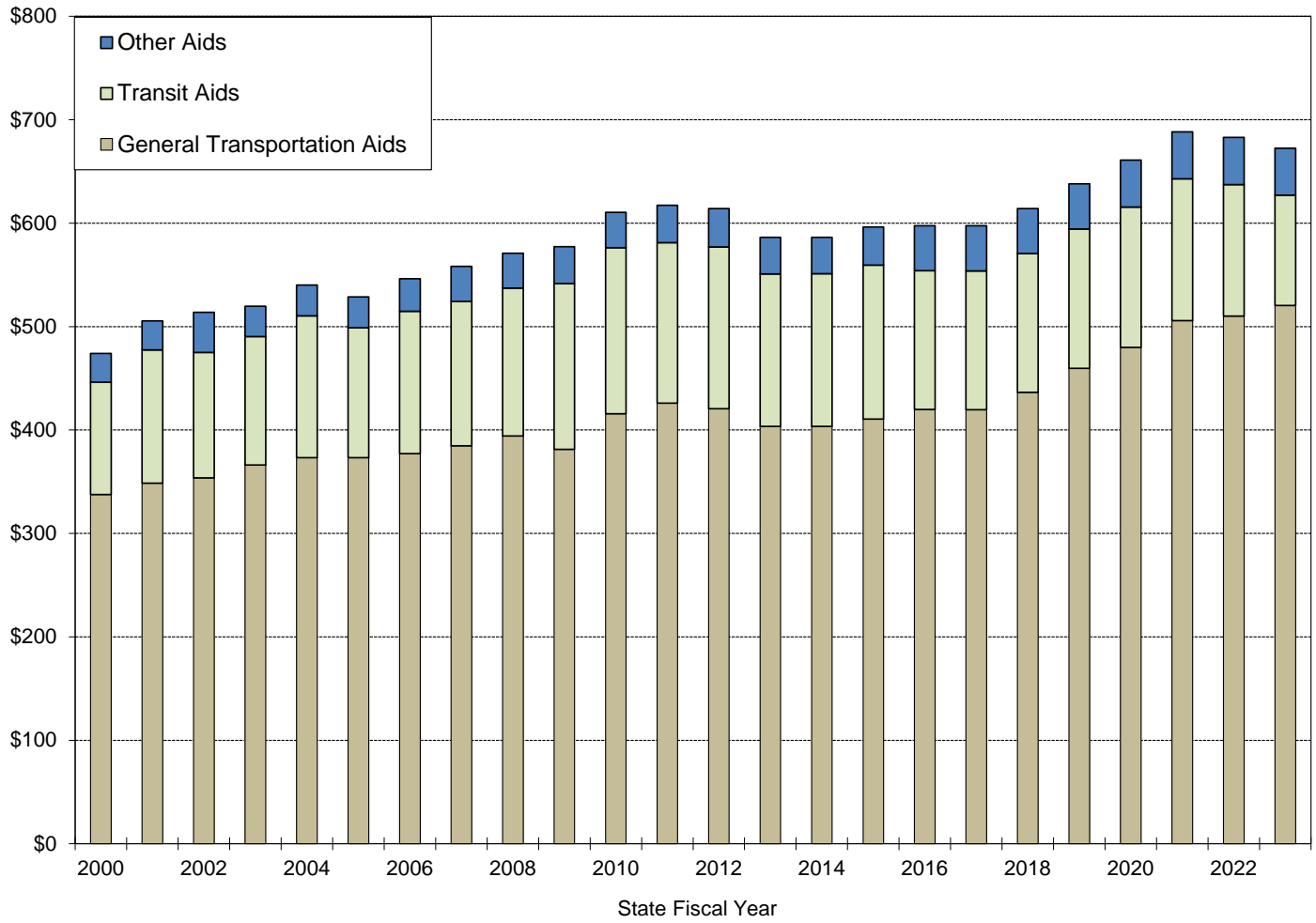
Appropriations for Local Transportation Aids

Local transportation aids partially support transportation expenditures made by local units of government (counties, cities, villages, and towns).

There are three categories of transportation aids detailed in this section:

- General Transportation Aids (GTA);
- Transit Aids; and
- Other Aids, including Elderly and Disabled, Connecting Highway, Lift Bridge, Flood Damage, County Forest Road, Soo Locks Improvement, Highway Safety, Expressway Policing, and other special aids.

F-13: Local Transportation Aids (nominal dollars, millions)



Section 6 Appropriations for Local Transportation Aids

T-13: Local Transportation Aids (nominal dollars, millions)

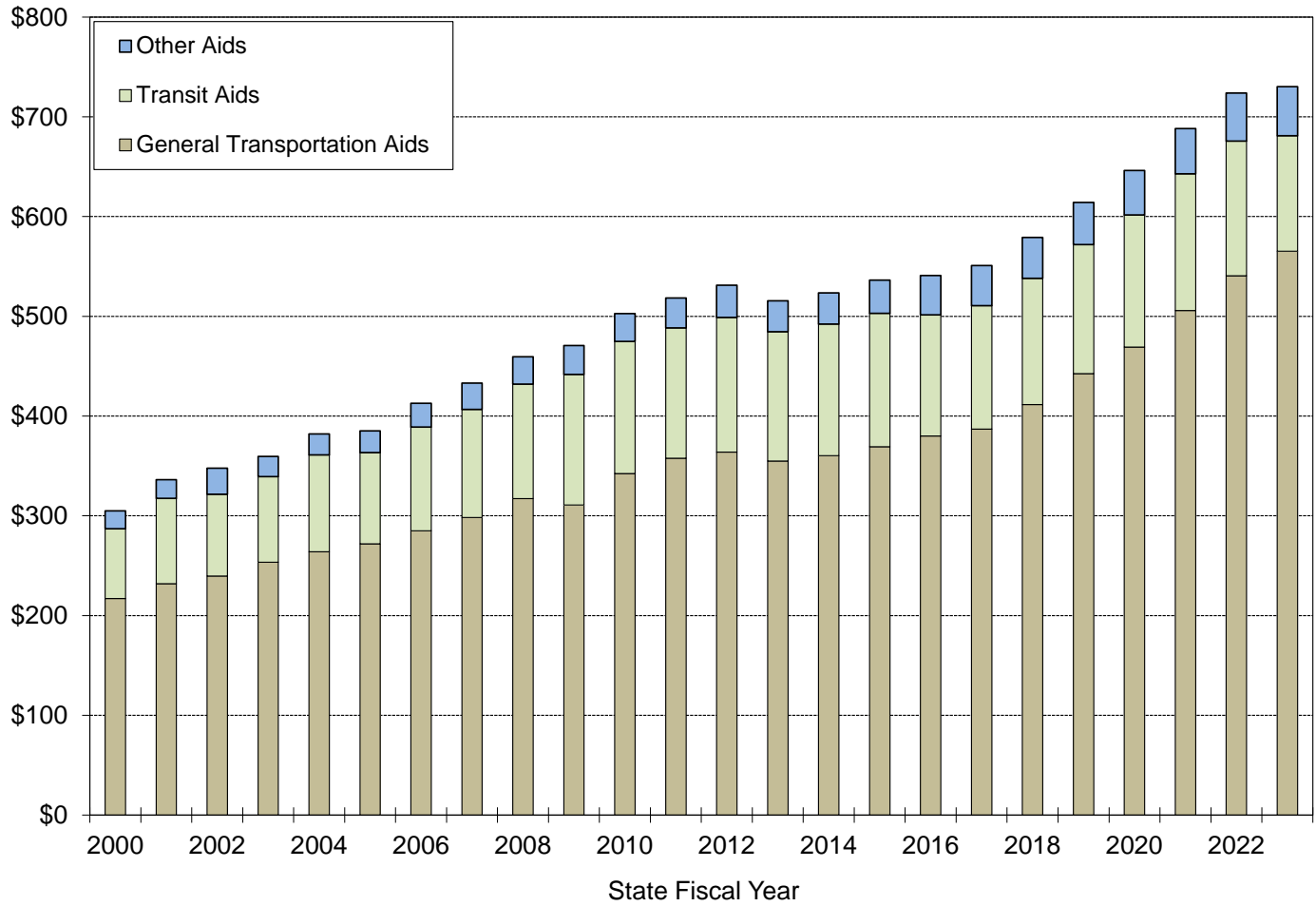
State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	337.50	108.68	27.76	473.94
2001	348.52	128.94	28.05	505.51
2002	353.76	121.30	38.75	513.81
2003	366.16	124.16	29.27	519.59
2004	373.34	137.06	29.76	540.15
2005	373.34	125.61	29.73	528.67
2006	377.07	137.60	31.54	546.21
2007	384.61	139.58	33.98	558.17
2008	394.24	142.93	33.82	571.00
2009	381.23	160.42	35.57	577.21
2010	415.70	160.69	34.04	610.42
2011	425.86	155.40	35.93	617.19
2012	420.67	156.29	37.17	614.14
2013	403.52	147.42	35.36	586.30
2014	403.52	147.67	34.99	586.17
2015	410.64	148.74	36.99	596.37
2016	419.85	134.16	43.54	597.55
2017	419.66	134.16	43.69	597.51
2018	436.52	134.07	43.45	614.04
2019	459.73	134.47	43.86	638.07
2020	479.94	135.55	45.44	660.93
2021	505.71	137.21	45.44	688.36
2022	510.15	127.20	45.46	682.81
2023	520.36	106.61	45.49	672.45
2000 – 2023 % Change	54.2%	-1.9%	63.9%	41.9%
2000 – 2023 Compound Annual Growth Rate	1.9%	-0.1%	2.2%	1.5%

Note: 2001 Wisconsin Act 16 authorized a one-time payment of \$9 million (part of "Other Aids") to the Green Bay-Brown County Professional Football Stadium District.

2007 Wisconsin Act 226 reduced the amount of available funding for General Transportation Aids in FY2009 by \$24.8 million. However, aids payments were not reduced. Rather, the one-time reduction was the result of changing payments for counties from four per year to three per year.

Includes \$11.3 million in FY2009 and \$8.83 million in FY2010 of federal stimulus funds for transit aids.

F-14: Local Transportation Aids (constant 2021 dollars, millions)



T-14: Local Transportation Aids (constant 2021 dollars, millions)

State Fiscal Year	General Transportation Aids	Transit Aids	Other Aids	TOTAL
2000	217.13	69.92	17.86	304.91
2001	231.86	85.78	18.66	336.31
2002	239.52	82.13	26.23	347.88
2003	253.37	85.91	20.26	359.54
2004	264.04	96.93	21.05	382.02
2005	271.97	91.50	21.66	385.13
2006	285.07	104.03	23.85	412.94
2007	298.33	108.27	26.36	432.95
2008	317.14	114.98	27.20	459.33
2009	310.96	130.85	29.02	470.83
2010	342.42	132.36	28.04	502.82
2011	357.75	130.54	30.19	518.48
2012	363.77	135.15	32.14	531.07
2013	354.82	129.63	31.10	515.54
2014	360.34	131.87	31.24	523.45
2015	369.33	133.77	33.27	536.37
2016	380.12	121.46	39.42	541.00
2017	387.00	123.72	40.29	551.01
2018	411.61	126.42	40.97	579.00
2019	442.47	129.42	42.22	614.10
2020	469.20	132.51	44.42	646.13
2021	505.71	137.21	45.44	688.36
2022	540.76	134.83	48.19	723.78
2023	565.18	115.79	49.40	730.37
2000 – 2023 % Change	160.3%	65.6%	176.7%	139.5%
2000 – 2023 Compound Annual Growth Rate	4.2%	2.2%	4.5%	3.9%

The largest component is GTA, which provides all Wisconsin local governments with funds to partially offset the cost of maintaining and improving local roads and streets. 2019 Wisconsin Act 9 provided \$2.5 million annually to fund supplemental mileage aid payments to towns that are limited by the 85% of three-year average cost limitations under the GTA program. Supplemental aid does not apply after June 30, 2021. In addition, 2021 Wisconsin Act 59 provided \$1.0 million each year in a new appropriation to make adjustment payments to towns receiving mileage aid whose costs are affected by the timing of when reimbursement payments are reported as revenue.

2009 Wisconsin Act 28 created the Intercity Bus Assistance Program as part of Transit Aids in FY2010. The Act also created the Tribal Elderly Transportation Grants Program as part of Other Aids and provided program revenues in FY2010.

2011 Wisconsin Act 32 eliminated the Southeast Wisconsin Transit Capital Assistance Program and the \$100 million in GO bonding authority that would have funded the program.

2011 Wisconsin Act 32 also created a Supplemental Paratransit Aid program for the costs of services provided by eligible transit systems. The program is funded at \$2.5 million per year.

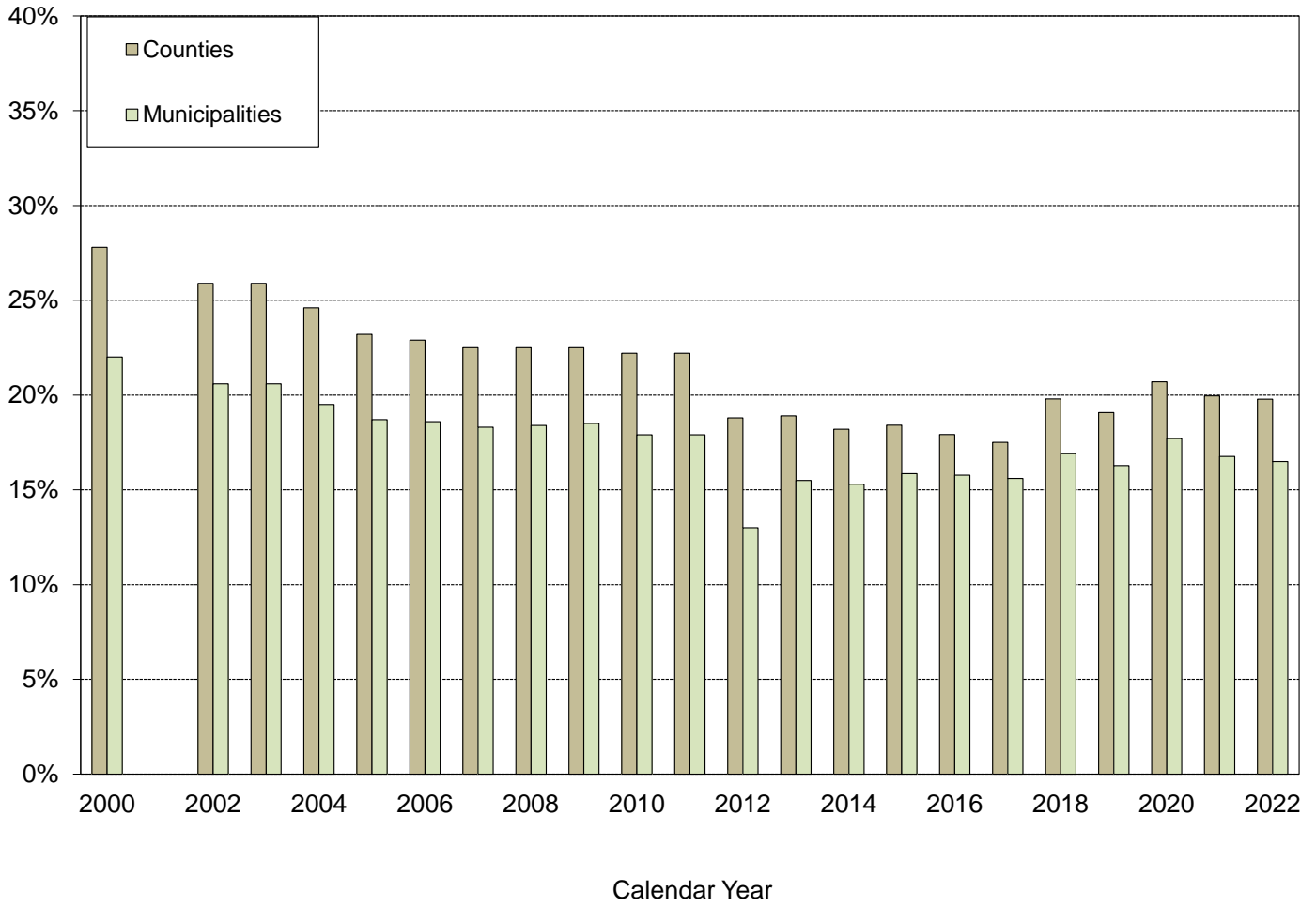
General Transportation Aids

General Transportation Aids (GTA) is WisDOT's only program that provides every county and municipality with predictable funding every year that may be used for local road construction or maintenance. Program appropriations are divided among local governments based on a statutory formula. The current GTA distribution formula, used since 1988, pays counties based on average relative spending over the previous six years. Municipalities receive funds based either on the six-year spending average or a statutory rate per mile, whichever results in a greater payment. The majority of funds are distributed through the share of costs GTA distribution formula, although the majority of local government units are paid through the rate-per-mile formula.

Notes (relating to figure/table 29 on the following page):

- Use of local governments' past expenditures as one indication of their need for GTA predates the current formula. Since 1982, the local expenditure data used in the GTA formula has included a portion of local law enforcement costs, recognizing that a portion of those costs relate to traffic law enforcement and service to motorists.
- In 1999 the Local Roads and Streets Council approved a policy to reduce the portion of law enforcement costs used in the GTA formula. This action makes comparisons between pre- and post-1999 rates more difficult. Had the previous police cost percentages been used in 1999, the cost-sharing rates would have been 26.6% for counties and 21% for municipalities. The effect of this reduction was phased in through 2004, when the police cost data for all six years used in the formula was based on the new policy.
- 1999 Wisconsin Act 9 suspended the GTA formula for 2001. Every local government's aid for 2001 was the same amount received in 2000. As a result, the concept of standard cost-sharing rates was not applicable for 2001 payments.
- 2003 Wisconsin Act 33 froze GTA funding and rate-per-mile at CY2003 levels for CY2004 and CY2005. However, the GTA formula was not suspended.
- 2011 Wisconsin Act 32 reduced GTA funding in CY2012 and froze funding at CY2012 levels in CY2013. The rate-per-mile was held constant at CY2011 levels for CY2012 and CY2013. However, the GTA formula was not suspended.

F-15: GTA Share of Six-Year Average Costs (Standard Rate)

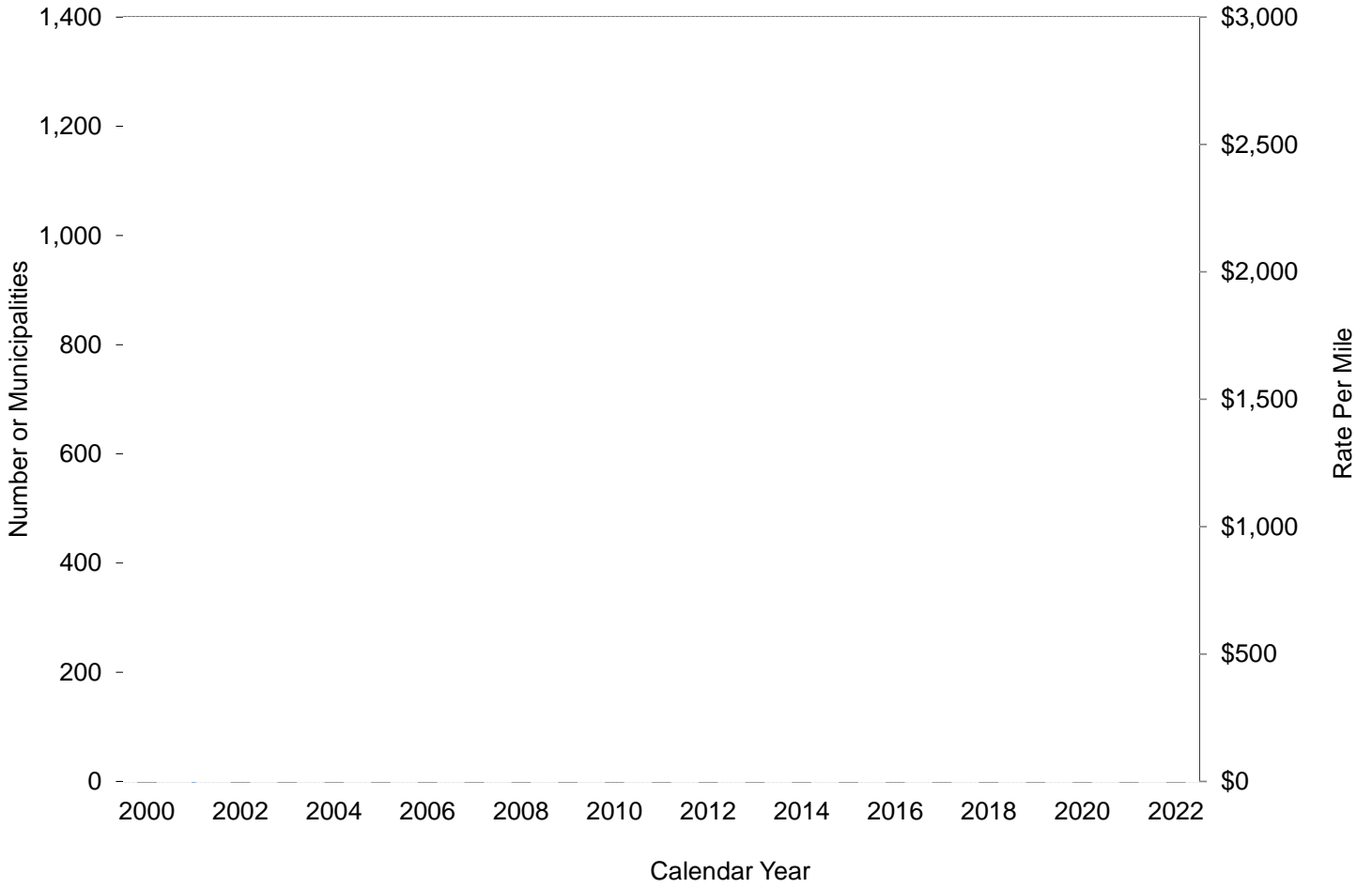


T-15: GTA Share of Six-Year Average Costs (Standard Rate)

Calendar Year	Counties	Municipalities
	27.8%	22.0%
	N/A	N/A
	25.9%	20.6%
	25.9%	20.6%
	24.6%	19.5%
	23.2%	18.7%
	22.9%	18.6%
	22.5%	18.3%
	22.5%	18.4%
	22.5%	18.5%
	22.2%	17.9%
	22.2%	17.9%
	18.8%	13.0%
	18.9%	15.5%
	18.2%	15.3%
	18.4%	15.9%
	17.9%	15.8%
	17.5%	15.6%
	19.8%	16.9%
	19.1%	16.3%
	20.7%	17.7%
	19.9%	16.8%
	19.8%	16.5%

Note: Data on standard cost-sharing rate is not available for 2001 due to a one-year suspension of the GTA formula by the state legislature.

F-16: Number of Municipalities Receiving Mileage-Based GTA

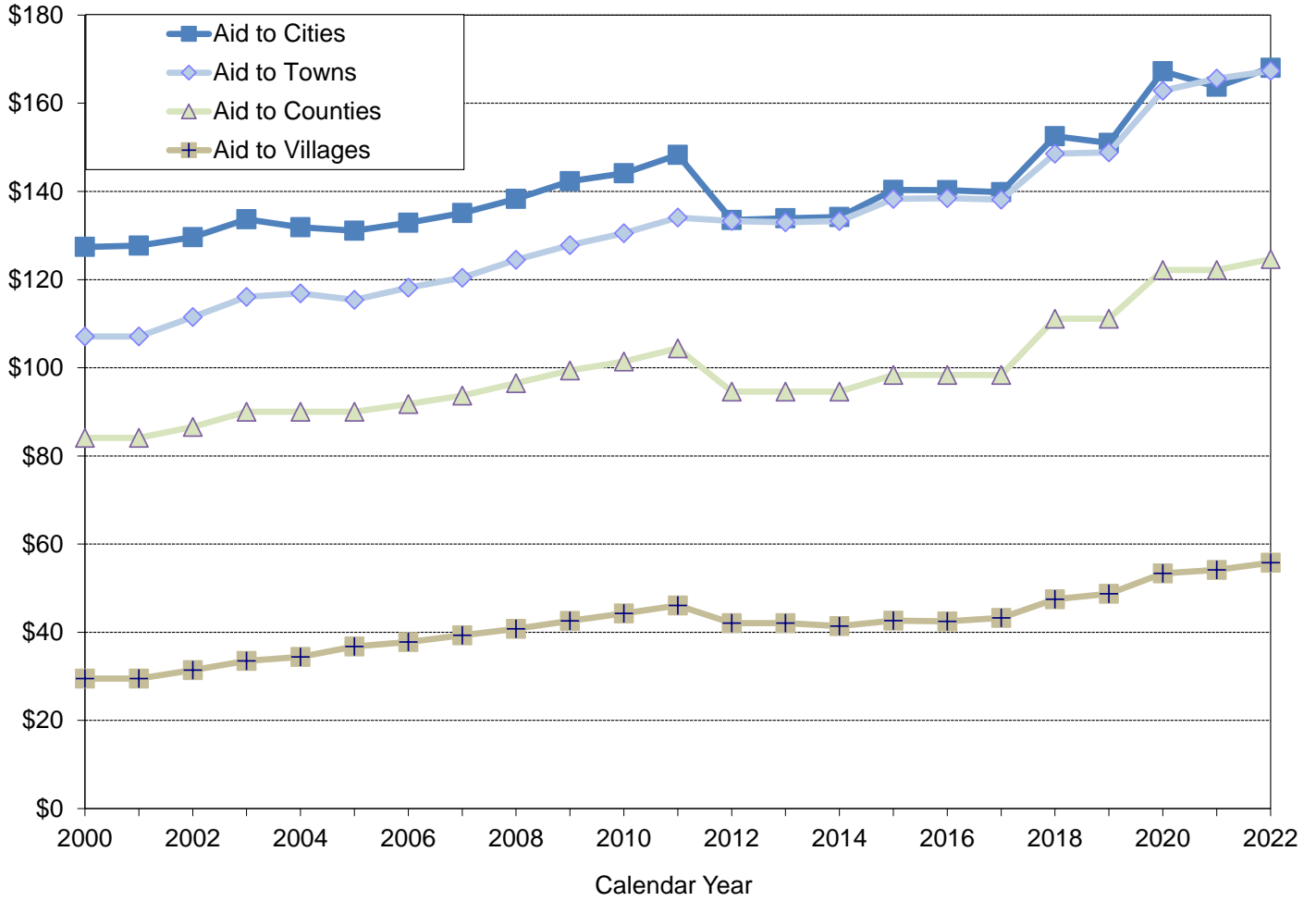


T-16: Number of Municipalities Receiving Mileage-Based GTA

Calendar Year	Number of Municipalities	Rate per Mile	Average Share of Costs
	1,263	\$1,704	51.4%
2001	N/A	N/A	N/A
2002	1,265	\$1,755	48.9%
2003	1,264	\$1,825	48.7%
2004	1,268	\$1,825	47.5%
	1,265	\$1,825	46.7%
2006	1,261	\$1,862	46.7%
2007	1,258	\$1,899	46.2%
2008	1,260	\$1,956	46.7%
2009	1,264	\$2,015	46.7%
	1,265	\$2,055	45.7%
2011	1,276	\$2,117	45.5%
2012	1,321	\$2,117	43.0%
2013	1,291	\$2,117	43.7%
2014	1,298	\$2,117	42.9%
	1,296	\$2,202	43.7%
2016	1,289	\$2,202	43.7%
2017	1,294	\$2,202	42.8%
2018	1,282	\$2,389	45.6%
2019	1,287	\$2,389	40.9%
	1,282	\$2,628	59.4%
2021	1,289	\$2,628	59.3%
2022	1,285	\$2,681	59.1%
2000 – 2022 % Change	1.7%	57.3%	15.1%

Note: 1999 Wisconsin Act 9 suspended the GTA formula for 2001. Every local government’s aid for 2001 was the same amount received in 2000. Data on mileage-based GTA is not available for 2001 due to the suspension of the GTA formula.

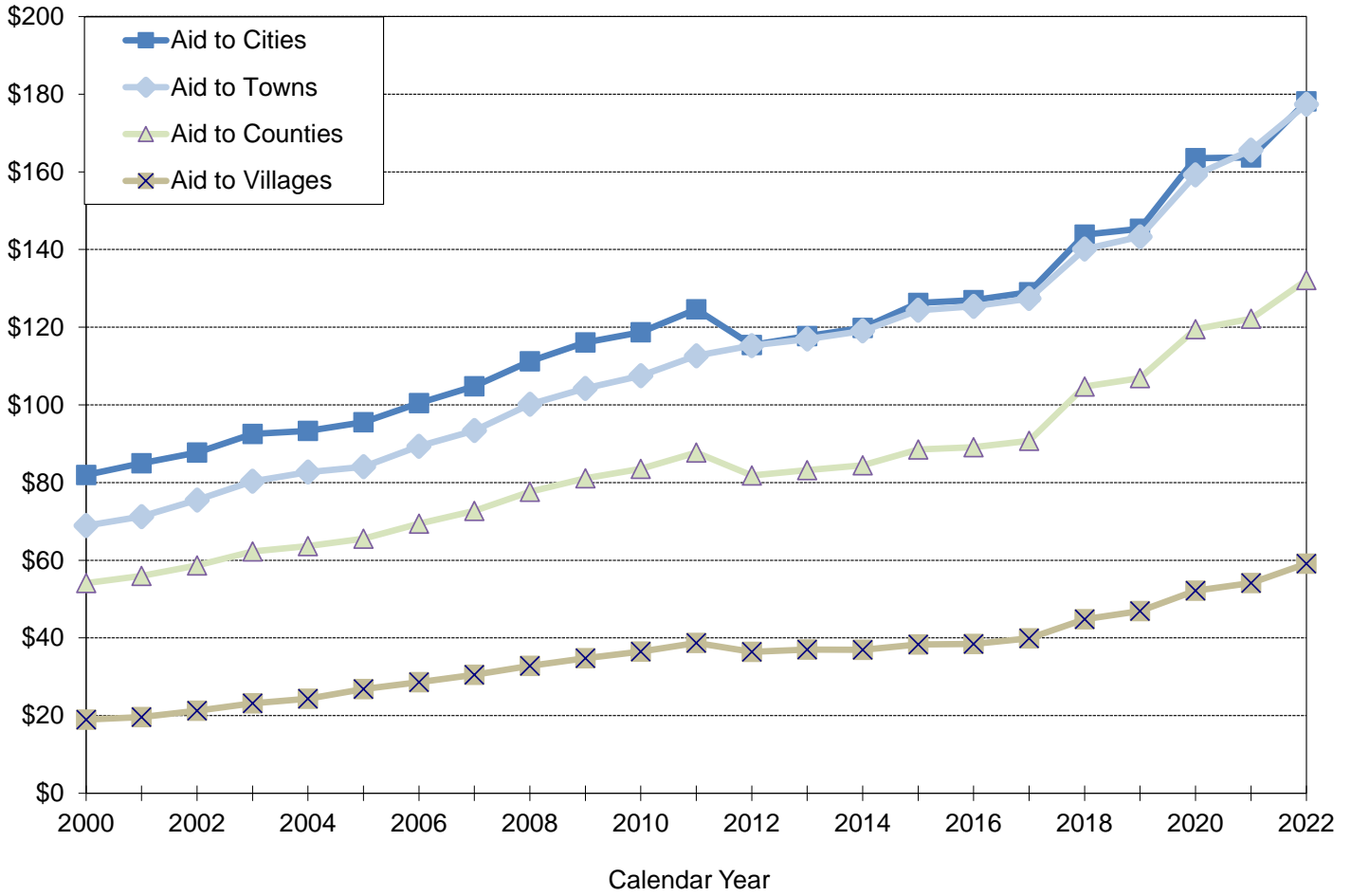
F-17: GTA Distribution by Governmental Unit (nominal dollars, millions)



T-17: GTA Distribution by Governmental Unit (nominal dollars, millions)

Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
	107.10	29.50	127.40	84.10	348.10
2001	107.10	29.50	127.70	84.10	348.40
2002	111.50	31.40	129.60	86.60	359.10
2003	116.10	33.50	133.70	90.00	373.30
2004	116.90	34.40	131.90	90.00	373.20
	115.40	36.80	131.10	90.00	373.30
2006	118.20	37.80	132.90	91.80	380.70
2007	120.40	39.30	135.10	93.70	388.50
2008	124.50	40.80	138.30	96.50	400.10
2009	127.80	42.60	142.30	99.40	412.10
	130.50	44.30	144.10	101.40	420.30
2011	134.10	46.10	148.30	104.40	432.90
2012	133.30	42.10	133.50	94.60	403.50
2013	133.00	42.10	133.90	94.60	403.60
2014	133.30	41.40	134.20	94.60	403.50
	138.29	42.64	140.34	98.40	419.66
2016	138.47	42.50	140.27	98.40	419.64
2017	138.13	43.28	139.86	98.40	419.66
2018	148.59	47.52	152.53	111.09	459.73
2019	148.88	48.73	151.02	111.09	459.73
	162.86	53.39	167.27	122.20	505.73
2021	165.61	54.15	163.74	122.20	505.71
2022	167.35	55.78	168.04	124.65	515.82
2000 – 2022 % Change	56.3%	89.1%	31.9%	48.2%	48.2%
2000 – 2022 Compound Annual Growth Rate	2.0%	2.8%	1.2%	1.7%	1.7%

F-17A: GTA Distribution by Governmental Unit (constant 2021 dollars, millions)



Section 6 Appropriations for Local Transportation Aids

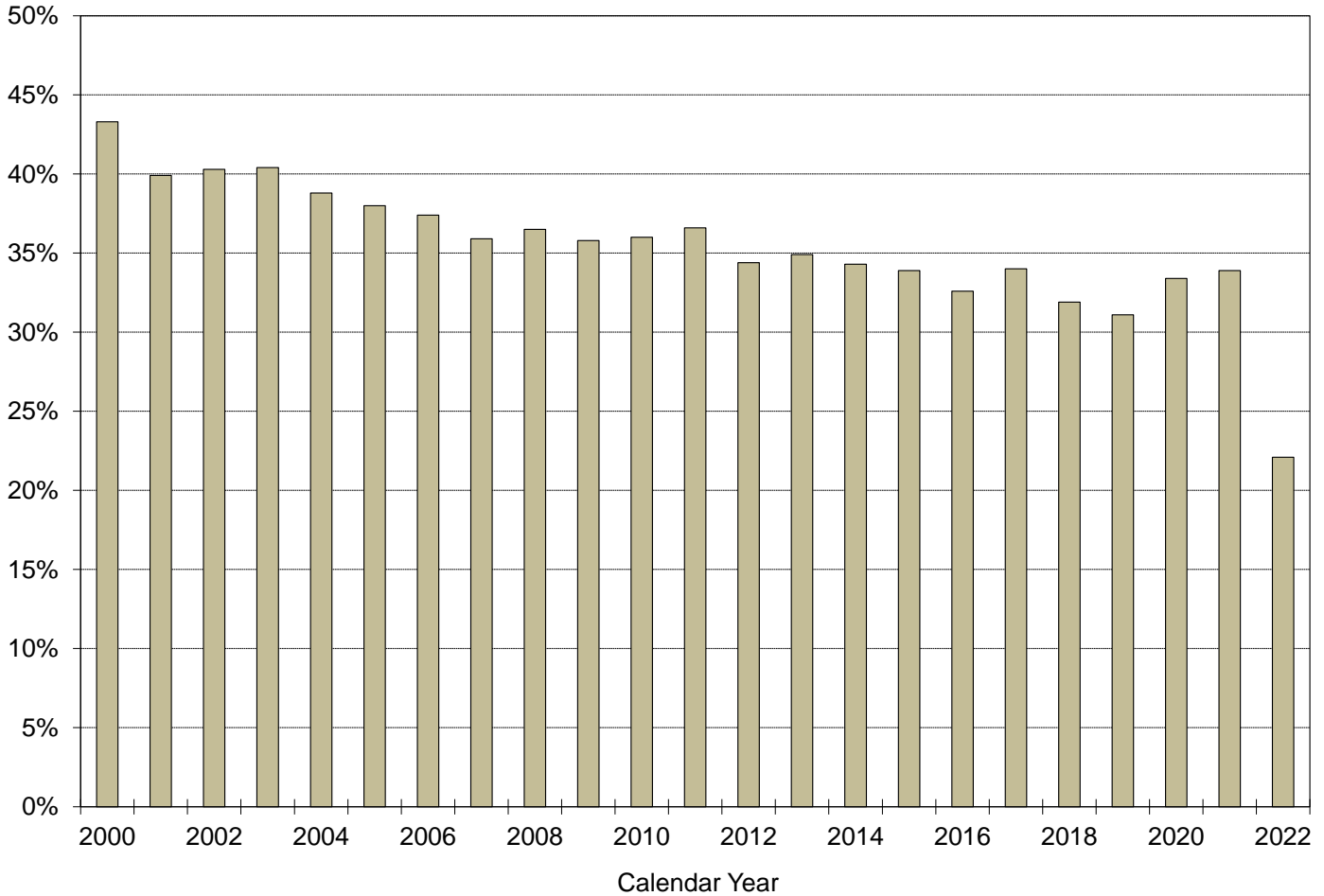
T-17A: GTA Distribution by Governmental Unit (constant 2021 dollars, millions)

Calendar Year	Aid to Towns	Aid to Villages	Aid to Cities	Aid to Counties	TOTAL
2000	68.90	18.98	81.96	54.10	223.95
2001	71.25	19.63	84.96	55.95	231.78
2002	75.49	21.26	87.75	58.63	243.13
2003	80.34	23.18	92.52	62.28	258.32
2004	82.68	24.33	93.29	63.65	263.94
2005	84.07	26.81	95.51	65.56	271.95
2006	89.36	28.58	100.47	69.40	287.81
2007	93.39	30.48	104.79	72.68	301.34
2008	100.15	32.82	111.25	77.63	321.85
2009	104.25	34.75	116.07	81.08	336.15
2010	107.50	36.49	118.70	83.53	346.21
2011	112.65	38.73	124.58	87.70	363.67
2012	115.27	36.41	115.44	81.80	348.92
2013	116.95	37.02	117.74	83.18	354.89
2014	119.04	36.97	119.84	84.48	360.32
2015	124.37	38.35	126.22	88.50	377.44
2016	125.37	38.48	127.00	89.09	379.93
2017	127.38	39.91	128.97	90.74	387.00
2018	140.11	44.81	143.82	104.75	433.50
2019	143.29	46.90	145.35	106.92	442.47
2020	159.22	52.19	163.53	119.47	494.40
2021	165.61	54.15	163.74	122.20	505.71
2022	177.39	59.13	178.13	132.13	546.77
2000 – 2022 % Change	157.5%	211.5%	117.3%	144.2%	144.2%
2000 – 2022 Compound Annual Growth Rate	4.2%	5.1%	3.4%	4.0%	4.0%

Transit Aids Description

A locally sponsored public transit system whose service area includes a city or village over 2,500 in population is eligible for state aid for operating expenses. There are 81 public bus and shared-ride taxi systems currently receiving state aid.

F-18: Share of Transit Costs Covered by State Operating Aid



T-18: Share of Transit Costs Covered by State Operating Aid

Calendar Year	Average Share of Costs
	43.3%
	39.9%
	40.3%
	40.4%
	38.8%
	38.0%
	37.4%
	35.9%
	36.5%
	35.8%
	36.0%
	36.6%
	34.4%
	34.9%
	34.3%
	33.9%
	32.6%
	34.0%
	31.9%
	31.1%
	33.4%
	33.9%
	22.1%

Note: A minor amount of state funds for employment and mobility are excluded from the figure/table.

2003 Wisconsin Act 33 froze funding for CY2004 and CY2005 at CY2003 levels

Elderly and Disabled Transportation Assistance Description

These programs support continued mobility for the elderly and people with disabilities. Aid is provided to counties through a capital grant program that assists nonprofit organizations and local governments with vehicle purchases.

2009 Wisconsin Act 28 created the Tribal Elderly Transportation Grant Program with funding provided from tribal gaming revenues.

Special Aids Description

This group of programs covers a variety of needs. The Connecting Highway Aids program compensates local governments for maintaining streets and highways that provide connectivity to the state trunk highway system. Special Aids also include funds for locally owned Lift Bridges and Expressway Policing (Milwaukee County). Federal Safety Aids, aids for County Forest Roads and Disaster Damage are included as "Other Aids" in figures/tables 28, as are one-time payments for various purposes.

2001 Wisconsin Act 16 authorized a one-time payment of \$9 million (included as part of "Other Aids") to the Green Bay-Brown County Professional Football Stadium District.

2009 Wisconsin Act 28 eliminated state funding for Soo Locks Improvement and the project was designated for completion with 100% federal funding.

2013 Wisconsin Act 20 changed the Flood Damage Aids program to a Disaster Damage Aids program. The change expanded the program to repair local roads damaged by any natural disaster, catastrophic failure, or response to a natural disaster.

SECTION 7

Other Transportation Appropriations

This section provides data on other appropriations included in the transportation budget:

- *Department operations;*
 - *Debt service; and*
 - *Appropriations to other agencies.*
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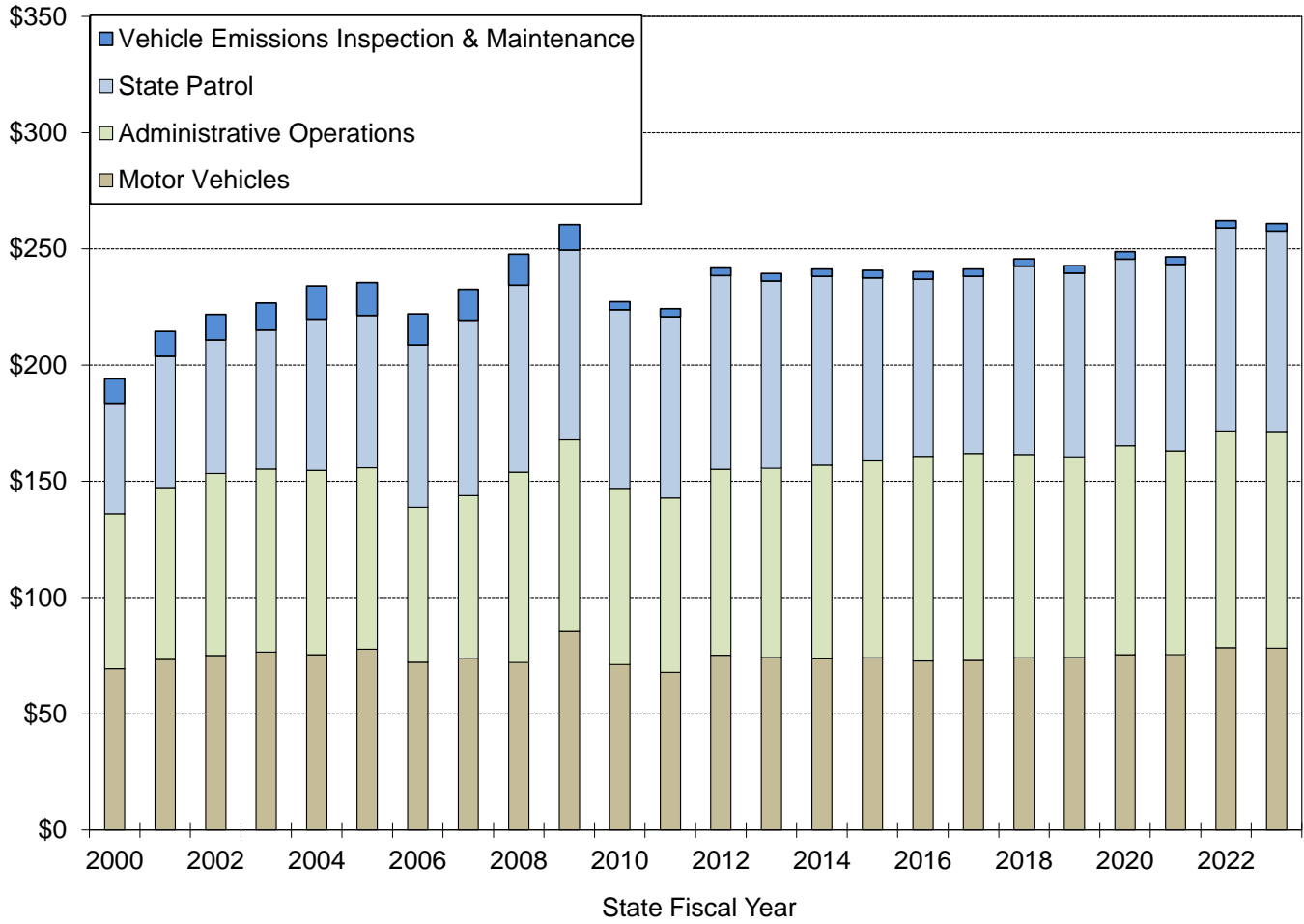
Department Operations Description

The Department of Transportation operations include the costs for operating the divisions of Motor Vehicles and State Patrol, as well as the administrative operations of the Executive Offices and the Division of Budget and Strategic Initiatives.

The Vehicle Emissions Inspection Maintenance Program is provided in required counties to improve air quality through identification and repair of automobiles and trucks emitting excess regulated pollutants.

Excluded from this category are costs for highway administration and planning, which are considered part of project delivery and included in Section 4, figure/tables 16A and 16B.

F-19: Department Operations (nominal dollars, millions)



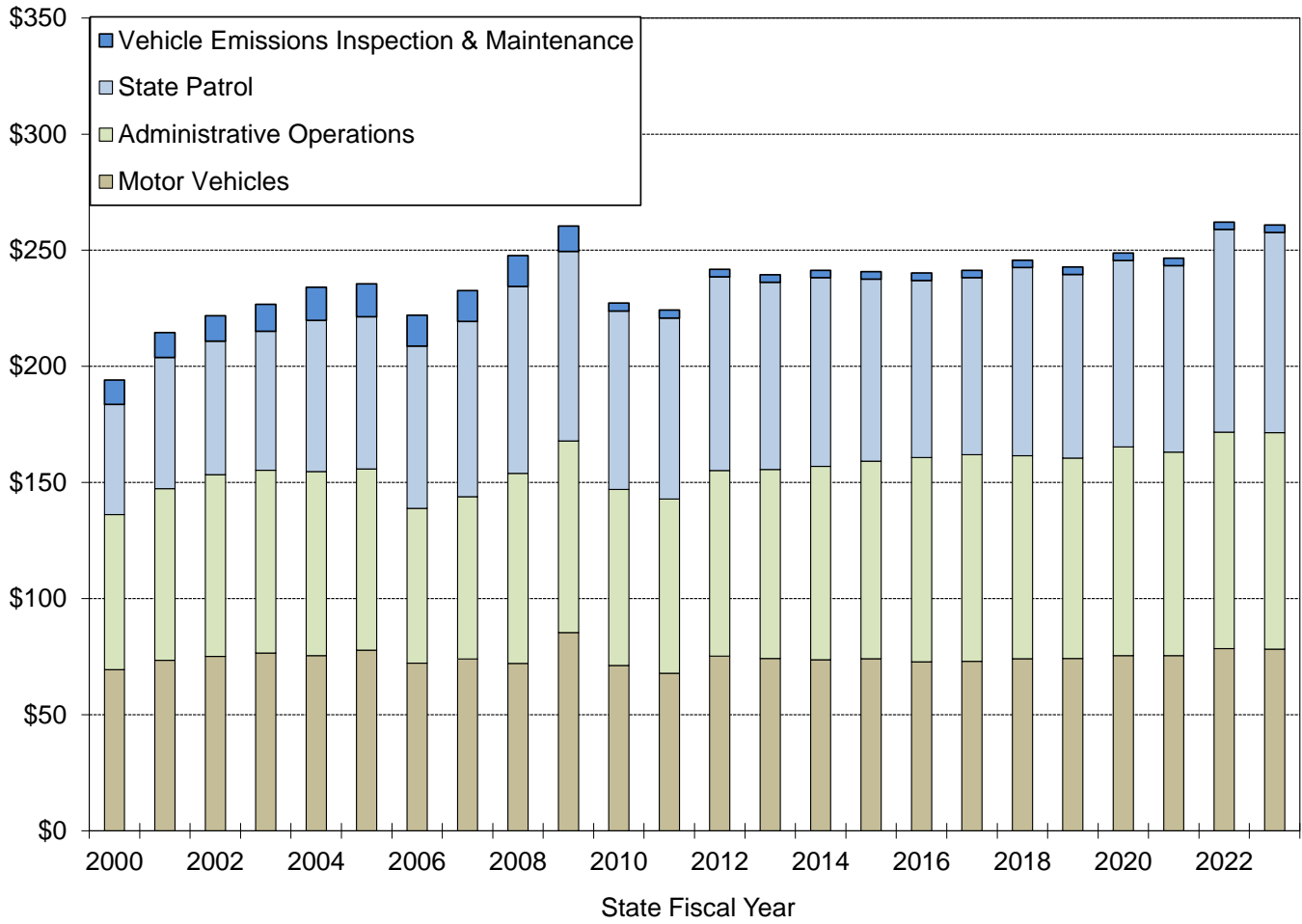
T-19: Department Operations (nominal dollars, millions)

State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	69.44	66.72	47.52	10.41	194.09
2001	73.45	73.86	56.55	10.74	214.59
2002	75.14	78.25	57.44	11.00	221.83
2003	76.59	78.63	59.87	11.64	226.72
2004	75.44	79.23	65.16	14.20	234.04
2005	77.74	78.08	65.49	14.20	235.52
2006	72.17	66.72	69.87	13.27	222.04
2007	73.98	69.93	75.47	13.27	232.65
2008	72.11	81.85	80.41	13.32	247.69
2009	85.43	82.41	81.61	11.03	260.48
2010	71.19	75.82	76.85	3.47	227.32
2011	67.83	75.04	77.87	3.47	224.21
2012	75.19	80.01	83.37	3.19	241.76
2013	74.22	81.38	80.62	3.19	239.40
2014	73.66	83.26	81.28	3.19	241.39
2015	74.16	85.04	78.39	3.19	240.77
2016	72.75	88.01	76.24	3.19	240.19
2017	72.99	88.98	76.24	3.19	241.39
2018	74.11	87.38	81.04	3.19	245.73
2019	74.24	86.29	79.05	3.19	242.77
2020	75.45	89.87	80.27	3.19	248.77
2021	75.45	87.69	80.27	3.19	246.59
2022	78.46	93.22	87.26	3.19	262.13
2023	78.25	93.22	86.17	3.19	260.83
2000 – 2023 % Change	12.7%	39.7%	81.4%	-69.3%	34.4%
2000 – 2023 Compound Annual Growth Rate	0.5%	1.5%	2.6%	-5.0%	1.3%

Note: Beginning in FY2006, state and federal funding for transportation safety functions is reported as part of the Division of State Patrol. Previously, funding was reported as part of Administrative Operations.

The Division of Motor Vehicles amount in FY2009 includes funds for implementation of the federal REAL ID Act of 2005 and implementation costs of a new Inspection and Maintenance contract.

F-20: Department Operations (constant 2021 dollars, millions)



Section 7 Other Transportation Appropriations

T-20: Department Operations (constant 2021 dollars, millions)

State Fiscal Year	Motor Vehicles	Administrative Operations	State Patrol	Vehicle Emissions Inspection & Maintenance	TOTAL
2000	70.08	42.93	30.57	6.70	150.27
2001	74.12	49.14	37.62	7.14	168.02
2002	75.82	52.98	38.89	7.45	175.13
2003	77.28	54.41	41.43	8.05	181.17
2004	76.15	56.04	46.09	10.05	188.32
2005	78.47	56.88	47.71	10.35	193.41
2006	72.93	50.44	52.83	10.04	186.23
2007	74.76	54.24	58.54	10.30	197.83
2008	72.91	65.85	64.68	10.72	214.16
2009	86.25	67.22	66.57	8.99	229.03
2010	72.01	62.45	63.30	2.86	200.62
2011	68.67	63.04	65.41	2.92	200.04
2012	76.06	69.18	72.09	2.76	220.09
2013	75.09	71.56	70.89	2.81	220.35
2014	74.55	74.35	72.58	2.85	224.33
2015	75.06	76.48	70.50	2.87	224.91
2016	73.66	79.68	69.02	2.89	225.25
2017	73.91	82.05	70.30	2.94	229.21
2018	75.05	82.40	76.42	3.01	236.87
2019	75.20	83.05	76.08	3.07	237.41
2020	76.42	87.86	78.47	3.12	245.87
2021	76.45	87.69	80.27	3.19	247.59
2022	79.52	98.81	92.50	3.38	274.21
2023	79.33	101.25	93.60	3.47	277.65
2000 – 2023 % Change	13.2%	135.9%	206.2%	-48.2%	84.8%
2000 – 2023 Compound Annual Growth Rate	0.5%	3.8%	5.0%	-2.8%	2.7%

Debt Service Description

Two types of bonds are used to fund transportation projects: General Obligation (GO) bonds and Transportation Revenue bonds (TRB).

TRBs debt service is guaranteed by a specific funding source. 2003 Wisconsin Act 33 expanded the state revenue sources pledged to repay TRBs. Previously, automobile and truck registration fees were the only pledged sources; 2003 Wisconsin Act 33 provided that all vehicle-related registration and titling fees are pledged for debt service.

The use of TRBs for major highway development began in 1984.

GO Bonds

GO bonds are debt instruments with repayment guaranteed by the full faith and credit of the state. Debt service payments on GO bonds can be made from either the Transportation Fund or the state's General Fund. For example, 2003 Wisconsin Act 33 authorized \$1,000,000,000 in Transportation Fund-supported bonds for State Highway Rehabilitation projects and Southeast Freeway Rehabilitation projects, primarily the Marquette Interchange project. 2003 Wisconsin Act 64 reduced the authorization level to \$565,480,400 with the debt service on the bonds to be repaid from the General Fund beginning July 1, 2005. Other recent GO bond authorizations include:

- 2015 Wisconsin Act 55 provided \$300 million in Transportation Fund supported GO bond authority for Southeast Freeway Megaprojects.
- 2015 Wisconsin Act 55 provided \$200 million in GO bond authority for Major Highway Development projects and \$150 million in GO bond authority for State Highway Rehabilitation projects. The first \$175 of GO bond authority is supported by the General Fund; the remaining GO authority is supported by the Transportation Fund.
- 2015 Wisconsin Act 55 provided \$36.8 million in Transportation Fund supported GO bond authority for High-Cost State Highway Bridge Projects.
- 2017 Wisconsin Act 58 provided \$252.4 million in General Fund-supported GO bond authority for Southeast Wisconsin Freeway Megaprojects.
- 2019 Wisconsin Act 9 provided \$95 million in GO bond authority for Southeast Wisconsin Freeway Megaprojects.
- 2019 Wisconsin Act 9 provided \$27 million in GO bond authority for Major Interstate Bridge Construction projects.
- 2019 Wisconsin Act 9 reduced \$10 million in GO bond authority for High-Cost State Highway Bridge projects.
- 2021 Wisconsin Act 58 provided \$20 million GO bond authority for state highway rehabilitation, major highway development, and southeast Wisconsin Freeway Megaprojects that utilize the design-build method; and \$40.0 million GO bond authority for Southeast Wisconsin Freeway Megaprojects.

Rail and harbor improvement projects are financed with GO bonds repaid with revenues from the Transportation Fund. Recently, bond authorizations for these activities include:

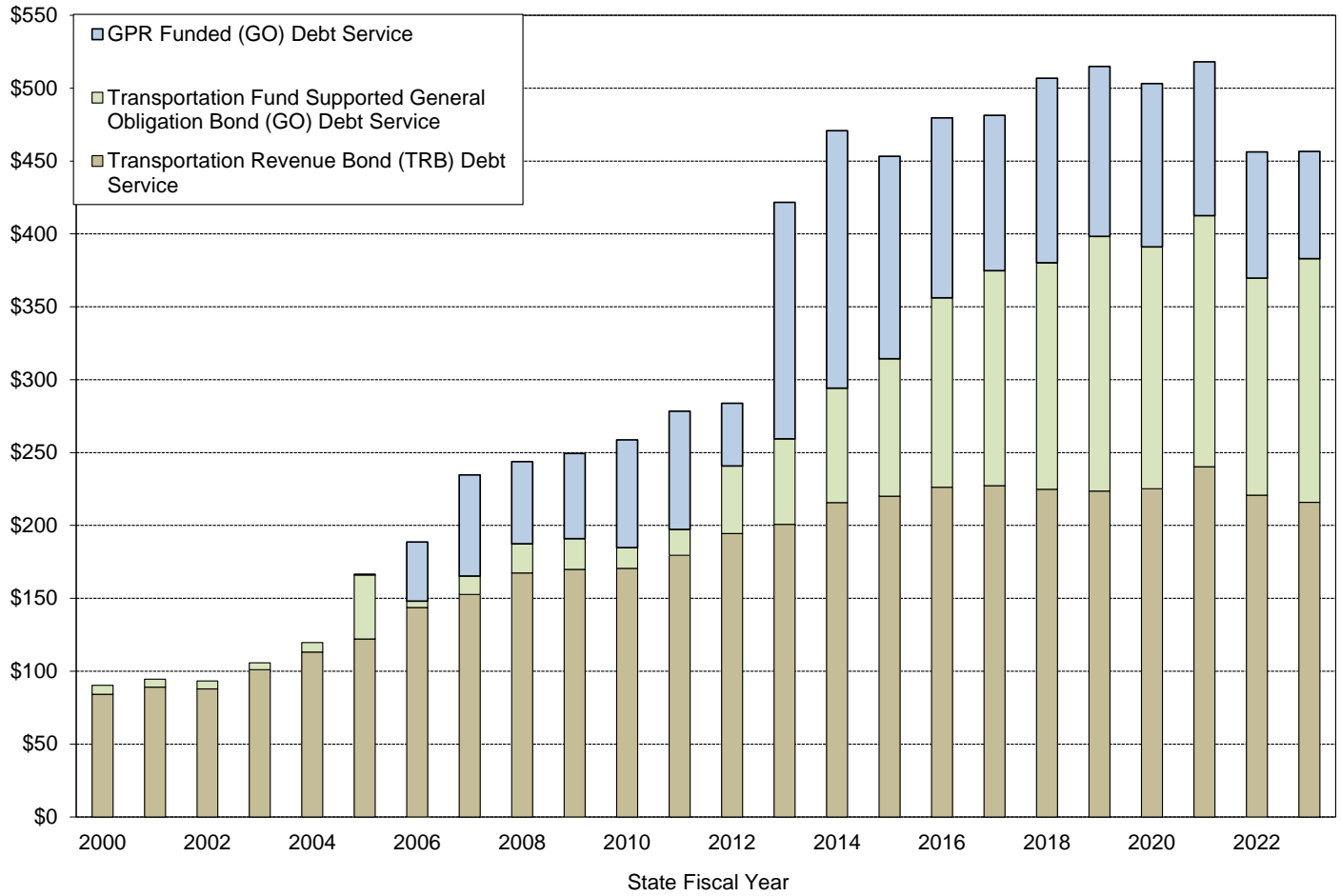
- 2015 Wisconsin Act 55 provided \$13.2 million in GO bond authority for harbor assistance and \$29.8 million in GO bond authority for freight railroad preservation.
- 2017 Wisconsin Act 59 provided \$14.1 million in GO bond authority for harbor assistance and \$12 million in GO bond authority for freight railroad preservation.
- 2019 Wisconsin Act 9 provided \$32 million in GO bond authority for harbor assistance and \$30 million in GO bond authority for freight railroad preservation.
- 2021 Wisconsin Act 58 provided \$15.3 million in GO bond authority for harbor assistance and \$20.0 million in GO bond authority for freight railroad preservation.

Passenger rail and transit projects are financed with GO bonds repaid with revenues from the General Fund or the Transportation Fund.

Recently, bond authorizations for these activities include:

- 2019 Wisconsin Act 9 provided \$10 million in General Fund supported GO bond authority for passenger rail route development.

F-21: Bonding Debt Service (nominal dollars, millions)

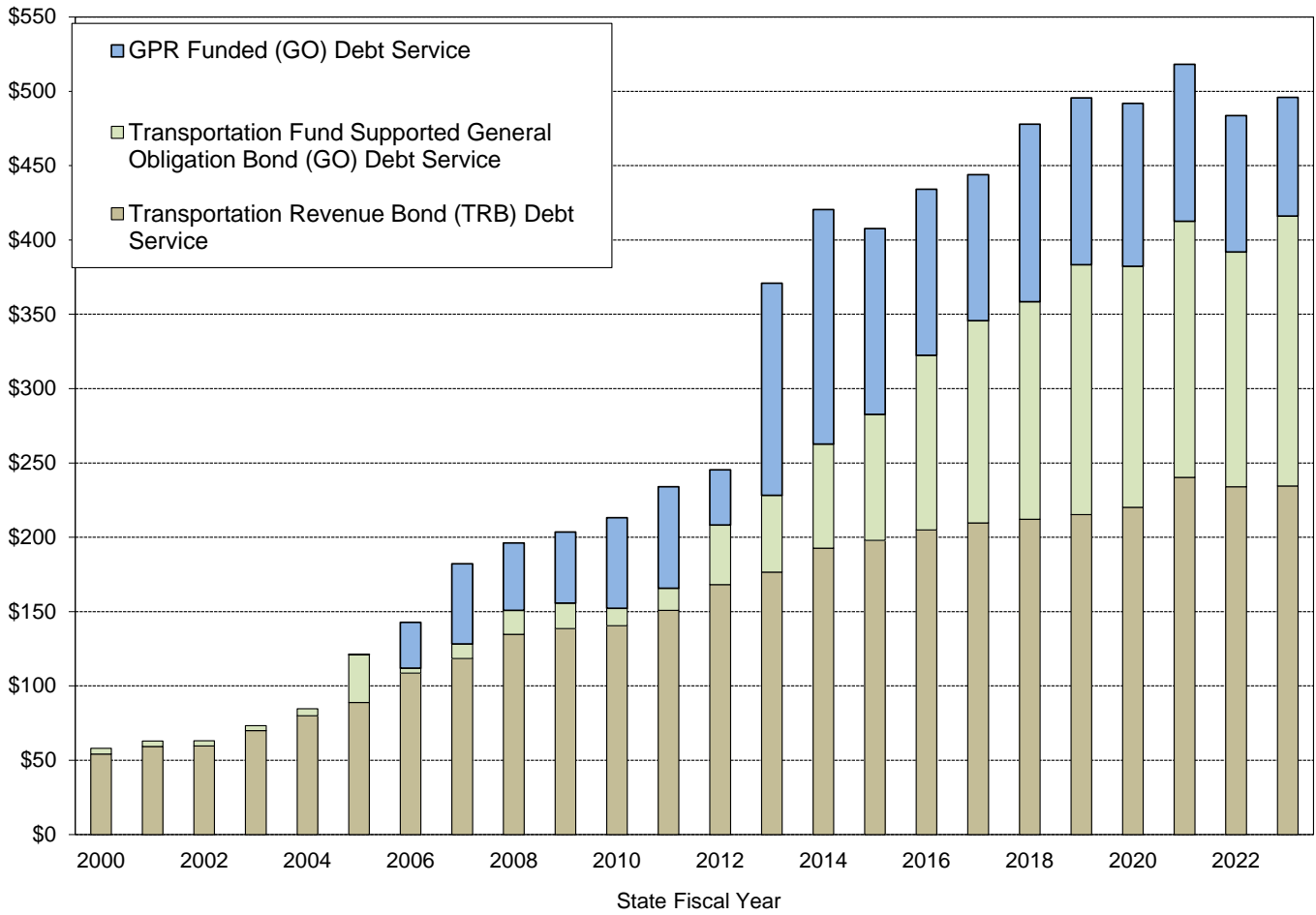


Section 7 Other Transportation Appropriations

T-21: Bonding Debt Service (nominal dollars, millions)

State Fiscal Year	Transportation Revenue Bond (TRB) Debt Service	Transportation Fund Supported General Obligation Bond (GO) Debt Service	Total TRB/GO Debt Service	GPR Funded (GO) Debt Service	TOTAL Debt Service
2000	84.17	6.15	90.32	-	90.32
2001	89.08	5.43	94.50	-	94.50
2002	87.95	5.32	93.27	-	93.27
2003	101.13	4.68	105.81	-	105.81
2004	113.09	6.61	119.70	-	119.70
2005	122.04	44.13	166.17	0.09	166.26
2006	143.68	4.49	148.17	40.58	188.75
2007	152.68	12.62	165.30	69.45	234.76
2008	167.40	20.09	187.50	56.40	243.89
2009	169.86	21.11	190.97	58.51	249.48
2010	170.63	14.19	184.83	73.89	258.72
2011	179.55	17.70	197.25	81.19	278.44
2012	194.48	46.26	240.74	43.07	283.81
2013	200.84	58.61	259.46	162.30	421.75
2014	215.76	78.43	294.19	176.68	470.87
2015	220.16	94.21	314.37	138.91	453.28
2016	226.31	129.85	356.17	123.39	479.56
2017	227.32	147.53	374.84	106.56	481.41
2018	224.92	155.29	380.21	126.58	506.79
2019	223.69	174.68	398.37	116.62	514.99
2020	225.14	165.97	391.10	112.12	503.22
2021	240.36	172.18	412.54	105.57	518.11
2022	220.76	149.00	369.76	86.56	456.32
2023	215.89	167.15	383.05	73.62	456.67
2000 – 2023 % Change	156.5%	2617.8%	324.1%	N/A	405.6%
2000 – 2023 Compound Annual Growth Rate	4.2%	15.4%	6.5%	N/A	7.3%

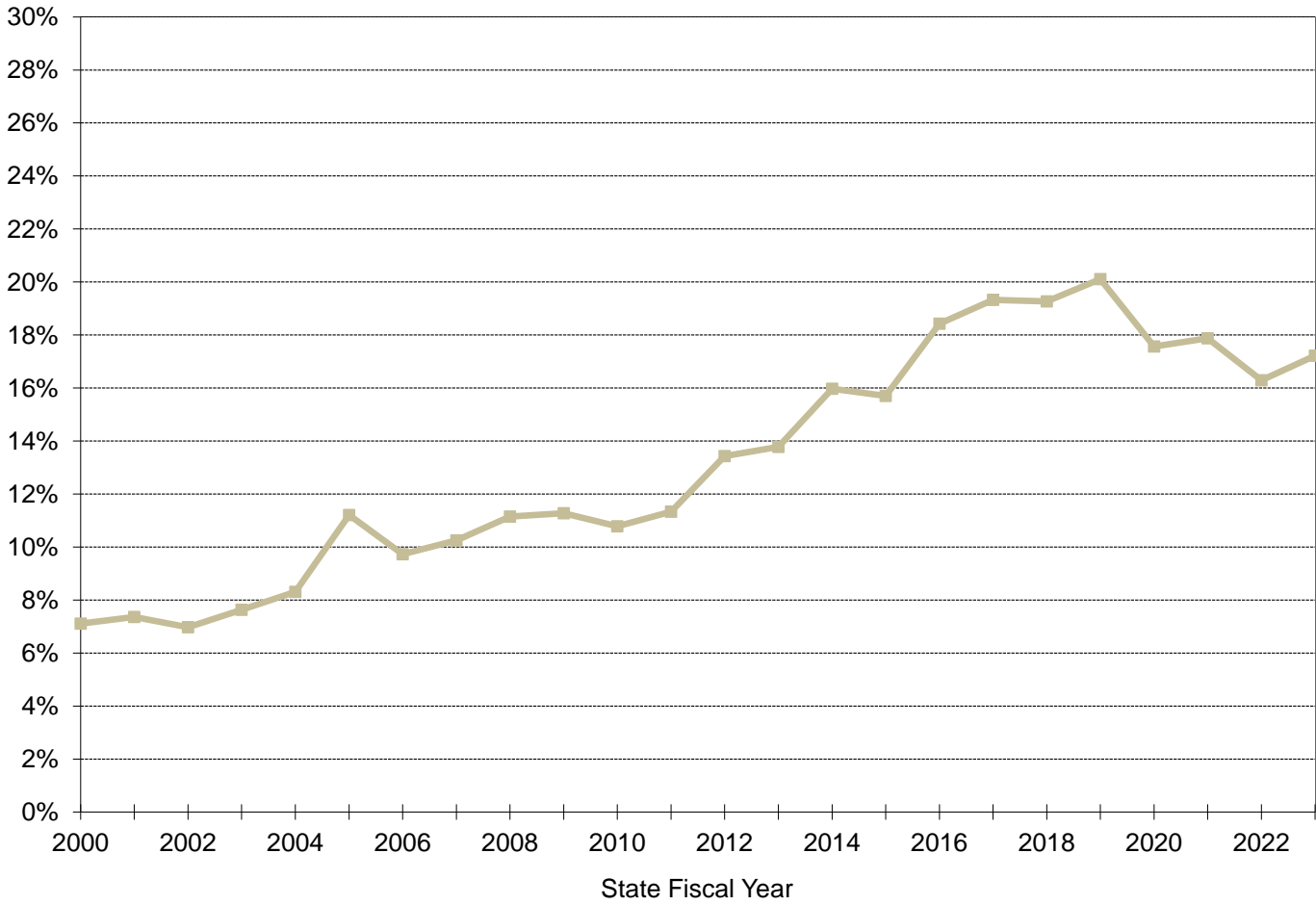
F-22: Bonding Debt Service (constant 2021 dollars, millions)



T-22: Bonding Debt Service (constant 2021 dollars, millions)

State Fiscal Year	Transportation Revenue Bond (TRB) Debt Service	Transportation Fund Supported General Obligation Bond (GO) Debt Service	Total TRB/GO Debt Service	GPR Funded (GO) Debt Service	TOTAL Debt Service
2000	54.15	3.96	58.11	-	58.11
2001	59.26	3.61	62.87	-	62.87
2002	59.55	3.60	63.15	-	63.15
2003	69.98	3.24	73.22	-	73.22
2004	79.98	4.68	84.66	-	84.66
2005	88.91	32.15	121.05	0.07	121.12
2006	108.62	3.39	112.02	30.68	142.70
2007	118.43	9.79	128.22	53.87	182.09
2008	134.66	16.16	150.83	45.37	196.19
2009	138.56	17.22	155.78	47.72	203.50
2010	140.56	11.69	152.25	60.86	213.11
2011	150.84	14.87	165.70	68.21	233.91
2012	168.18	40.00	208.18	37.24	245.42
2013	176.60	51.54	228.14	142.71	370.85
2014	192.68	70.04	262.71	157.77	420.48
2015	198.01	84.73	282.74	124.93	407.68
2016	204.90	117.56	322.46	111.72	434.17
2017	209.63	136.05	345.68	98.27	443.95
2018	212.08	146.43	358.51	119.36	477.87
2019	215.29	168.12	383.41	112.24	495.65
2020	220.10	162.25	382.35	109.61	491.96
2021	240.36	172.18	412.54	105.57	518.11
2022	234.01	157.94	391.95	91.76	483.70
2023	234.49	181.55	416.04	79.96	496.00
2000 – 2023 % Change	333.0%	4488.4%	616.0%	N/A	753.6%
2000 – 2023 Compound Annual Growth Rate	6.6%	18.1%	8.9%	N/A	8.7%

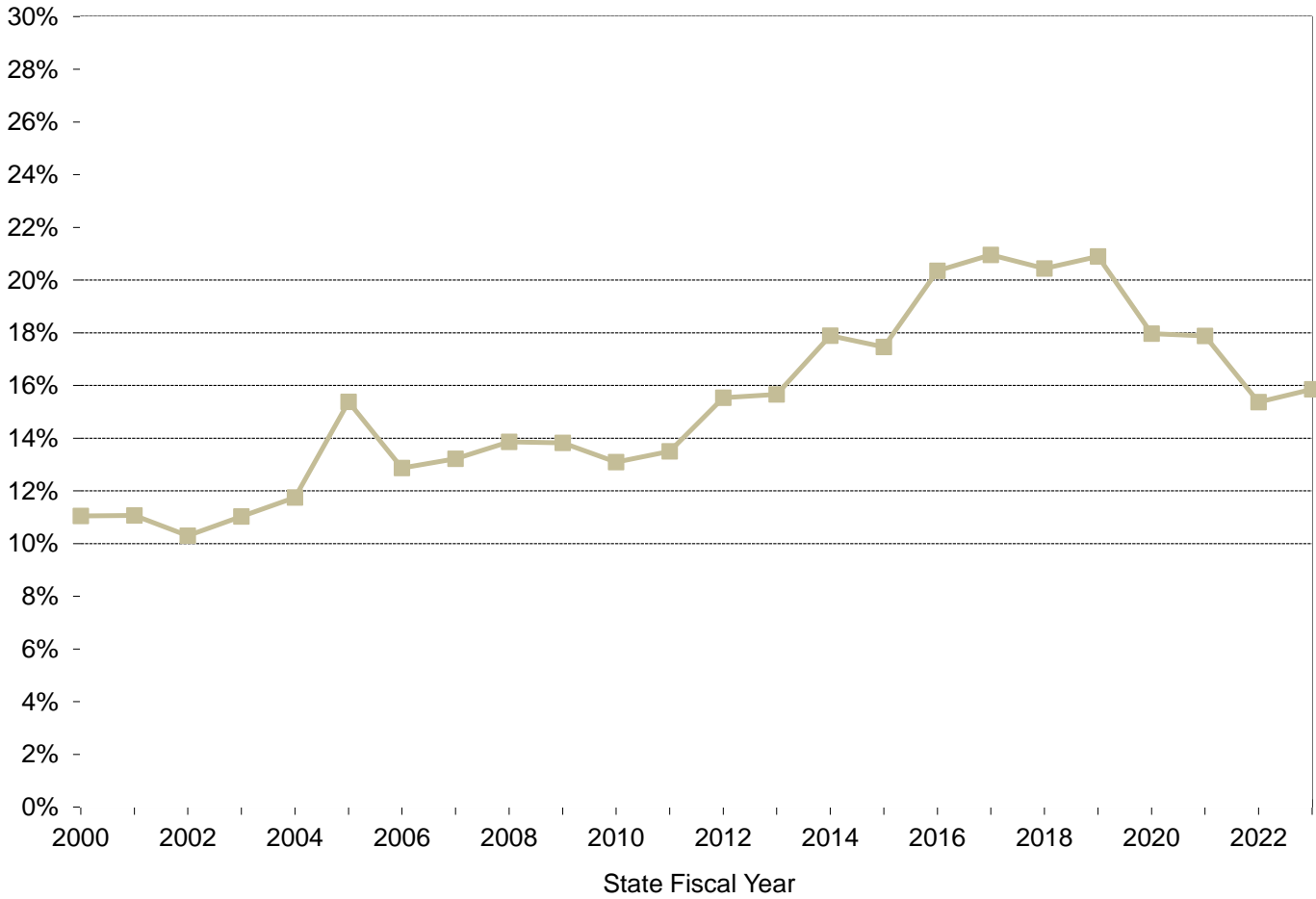
F-22A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)



T-22A: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (nominal dollars, millions)

State Fiscal Year	State Revenue	Bond Debt Service Supported by the Transportation Fund	% of State Revenues
2000	1,271.08	90.32	7.1%
2001	1,283.38	94.50	7.4%
2002	1,337.66	93.27	7.0%
2003	1,386.59	105.81	7.6%
2004	1,440.41	119.70	8.3%
2005	1,482.90	166.17	11.2%
2006	1,523.31	148.17	9.7%
2007	1,612.85	165.30	10.2%
2008	1,681.30	187.50	11.2%
2009	1,693.61	190.97	11.3%
2010	1,714.10	184.83	10.8%
2011	1,739.92	197.25	11.3%
2012	1,792.16	240.74	13.4%
2013	1,883.66	259.46	13.8%
2014	1,842.02	294.19	16.0%
2015	2,001.63	314.37	15.7%
2016	1,932.64	356.17	18.4%
2017	1,939.54	374.84	19.3%
2018	1,973.29	380.21	19.3%
2019	1,981.08	398.37	20.1%
2020	2,226.25	391.10	17.6%
2021	2,307.49	412.54	17.9%
2022	2,270.28	369.76	16.3%
2023	2,224.92	383.05	17.2%
2000 – 2023 % Change	75.0%	324.1%	
2000 – 2023 Compound Annual Growth Rate	2.5%	6.5%	

F-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2021 dollars, millions)



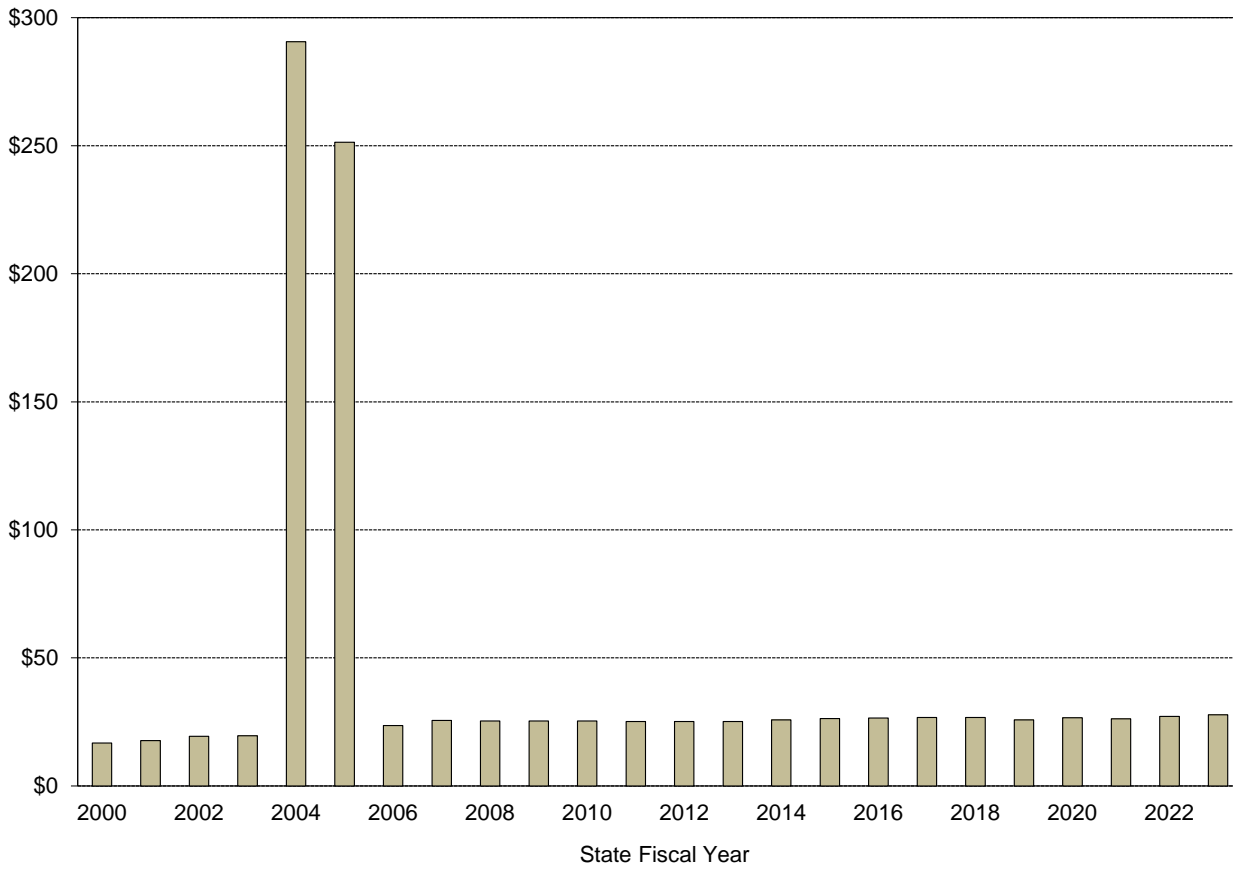
T-22B: Percentage of State Transportation Tax and Fee Revenue Appropriated for Bonding Debt Service (constant 2021 dollars, millions)

State Fiscal Year	State Revenue	Bond Debt Service Supported by the Transportation Fund	% of State Revenues
2000	817.73	90.32	11.0%
2001	853.81	94.50	11.1%
2002	905.68	93.27	10.3%
2003	959.49	105.81	11.0%
2004	1,018.72	119.70	11.7%
2005	1,080.28	166.17	15.4%
2006	1,151.64	148.17	12.9%
2007	1,251.02	165.30	13.2%
2008	1,352.49	187.50	13.9%
2009	1,381.48	190.97	13.8%
2010	1,411.95	184.83	13.1%
2011	1,461.65	197.25	13.5%
2012	1,549.75	240.74	15.5%
2013	1,656.33	259.46	15.7%
2014	1,644.92	294.19	17.9%
2015	1,800.24	314.37	17.5%
2016	1,749.74	356.17	20.4%
2017	1,788.62	374.84	21.0%
2018	1,860.68	380.21	20.4%
2019	1,906.67	398.37	20.9%
2020	2,176.41	391.10	18.0%
2021	2,307.49	412.54	17.9%
2022	2,406.50	369.76	15.4%
2023	2,416.57	383.05	15.9%
2000-2023% Change	195.5%	324.1%	
2000-2023 Compound Annual Growth Rate	4.8%	6.5%	

Appropriations to Other Agencies Description

Funds from the Transportation Fund are appropriated to other state agencies for non-DOT programs. These include transfers to the conservation fund for estimated motor fuel taxes paid by users of snowmobiles, all-terrain vehicles, utility terrain vehicles, and motorboats, transfers to the Department of Revenue appropriations for administering Transportation Fund taxes, a Department of Tourism appropriation for tourism marketing, and an appropriation for making payments to municipalities that have railroad terminal facilities.

F-23: Other Agencies (nominal dollars, millions)



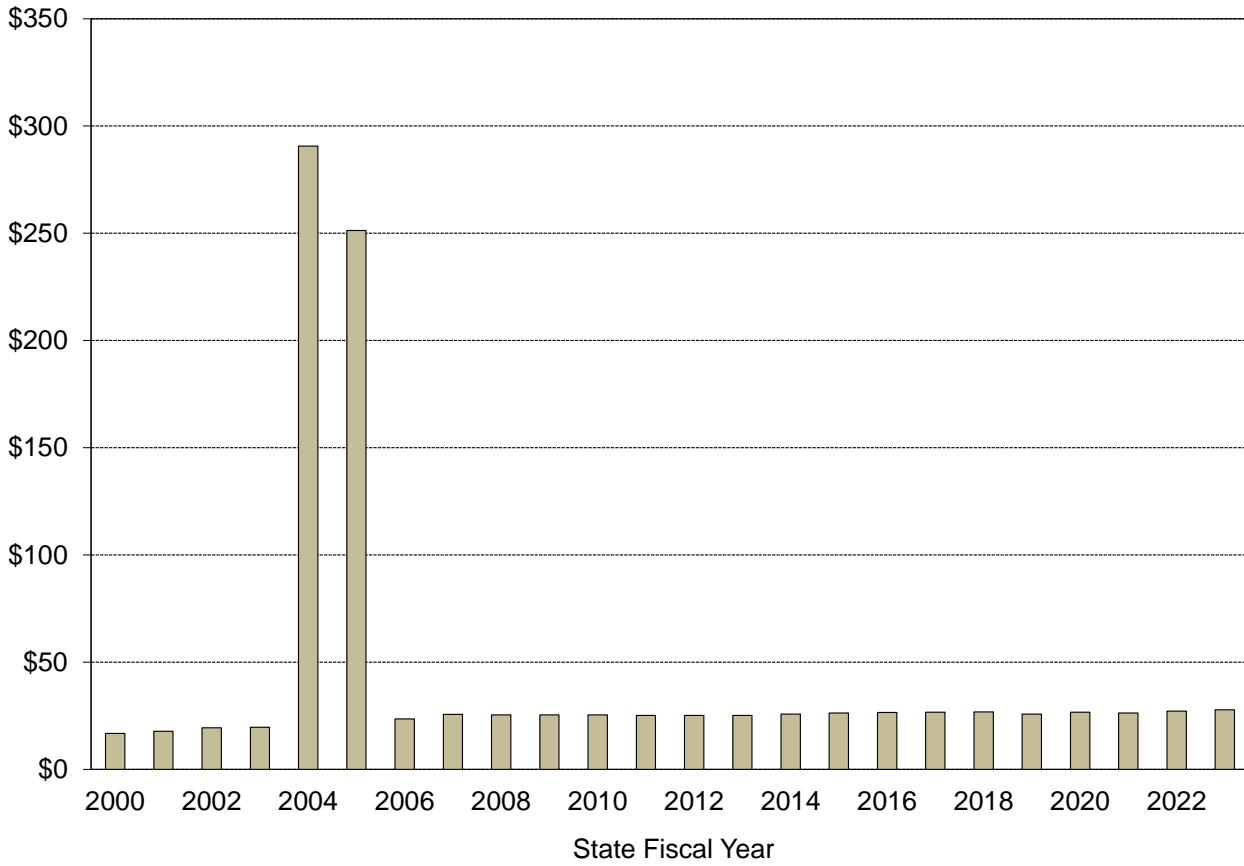
T-23: Other Agencies (nominal dollars, millions)

State Fiscal Year	Other Agencies
2000	16.78
2001	17.72
2002	19.34
2003	19.61
2004	290.64
2005	251.31
2006	23.54
2007	25.64
2008	25.42
2009	25.37
2010	25.42
2011	25.17
2012	25.11
2013	25.14
2014	25.77
2015	26.30
2016	26.56
2017	26.71
2018	26.75
2019	25.81
2020	26.68
2021	26.25
2022	27.19
2023	27.77
2000 – 2023 % Change	65.5%
2000 – 2023 Compound Annual Growth Rate	-13.2%

Note: 2003 Wisconsin Act 33 created two new "other agency" appropriations in the Transportation Fund. In FY2004, the Department of Public Instruction (DPI) charged \$40 million and, in FY2005, \$60 million to the school general equalization aids appropriation. In FY2004, \$230 million was charged to the shared revenue and municipal aid appropriation and, in FY2005, \$170 million. To help offset the impact of these appropriations from the Transportation Fund, Act 33 and 2003 Wisconsin Act 64 authorized \$484 million in General Obligation bonding for State Highway Rehabilitation projects.

2017 Wisconsin Act 59 continued funding for payment of canceled drafts and the following external agency programs: Motorboat formula (DNR); Snowmobile formula (DNR); All-terrain vehicle formula (DNR); Utility-terrain vehicle formula (DNR); Motor fuel tax administration (DOR); Terminal tax distribution (misc.); Railroad and air carrier tax administration (DOR); Rental vehicle fee administration (DOR); and Marketing (Tourism).

F-24: Other Agencies (constant 2021 dollars, millions)



T-24: Other Agencies (constant 2021 dollars, millions)

State Fiscal Year	Other Agencies
2000	16.78
2001	17.72
2002	19.34
2003	19.61
2004	290.64
2005	251.31
2006	23.54
2007	25.64
2008	25.42
2009	25.37
2010	25.42
2011	25.17
2012	25.11
2013	25.14
2014	25.77
2015	26.30
2016	26.56
2017	26.71
2018	26.75
2019	25.81
2020	26.68
2021	26.25
2022	27.19
2023	27.77
2000 – 2023 % Change	65.5%
2000 – 2023 Compound Annual Growth Rate	-13.2%

APPENDIX A

Consumer Price Index – Urban

State Fiscal Year	CPI (1982-84=100)	Annual % Change	Converted (FY2021 \$)
	169.3	2.9%	0.643
2001	175.1	3.4%	0.665
2002	178.2	1.8%	0.677
2003	182.1	2.2%	0.692
2004	186.1	2.2%	0.707
	191.7	3.0%	0.728
2006	198.9	3.8%	0.756
2007	204.1	2.6%	0.776
2008	211.7	3.7%	0.804
2009	214.6	1.4%	0.816
	216.8	1.0%	0.824
2011	221.1	2.0%	0.840
2012	227.6	2.9%	0.865
2013	231.4	1.7%	0.879
2014	235.0	1.6%	0.893
	236.7	0.7%	0.899
2016	238.2	0.7%	0.905
2017	242.7	1.9%	0.922
2018	248.1	2.2%	0.943
2019	253.3	2.1%	0.962
	257.3	1.6%	0.978
2021	263.1	2.3%	1.000
2022	278.9	6.0%	1.060
2023	285.8	2.5%	1.086

Source: IHS Global Insight