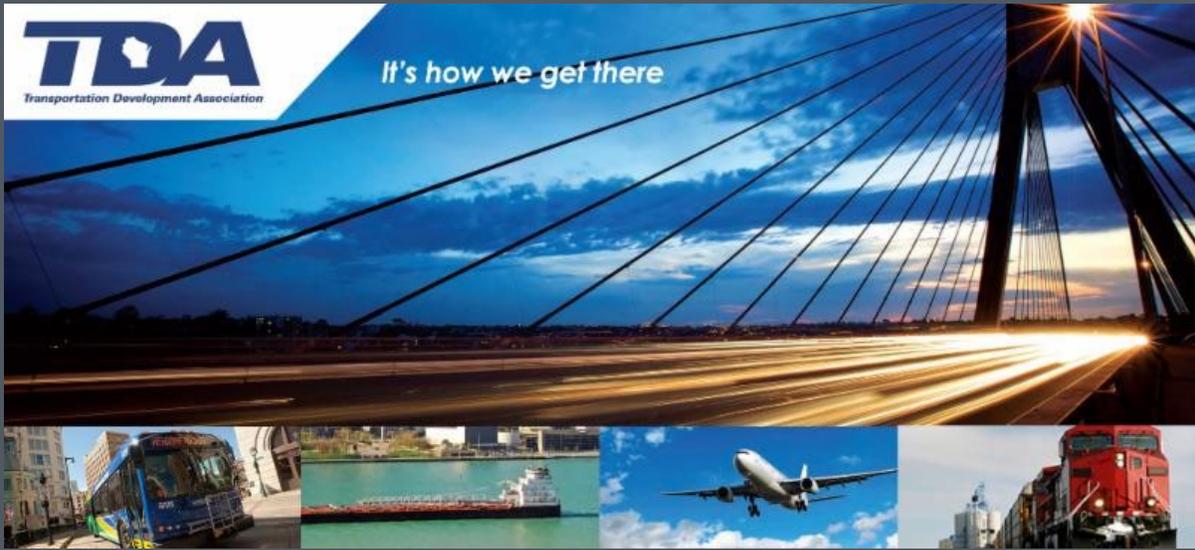




*It's how we get there*



## TDA Budget Update #2 6/7/2019

Last night, the Joint Committee of Finance passed an Omnibus Motion which provides just shy of \$400 million in new, ongoing revenue over the biennium and a one-time infusion of \$90 million in General Purpose Revenue. While the JFC did not include a gas tax increase, nor indexing, they propose to raise a number of fees.

### Revenue

Source of Revenue	Biennial Amount (in millions)
\$95 title fee increase	\$272.91
\$10 registration fee increase	\$ 65.32
Modification of registration fee for selected vehicle weight classes (light truck)	\$ 18.49
Hybrid electric fee fix	\$ 11.28
One cent of petroleum inspection fee	\$ 2.30
Eliminate licensed motor vehicle fuel suppliers administrative allowance	\$ 19.70
Eliminate retailer refunds for evaporation	\$ 7.30
<b>Total New Revenue</b>	<b>\$397.30</b>

### Bonding

The plan includes \$326 million in bonding, which is slightly lower than the amount proposed by the governor. Like the governor's plan, this is the lowest bonding level in almost twenty years.

## **Program Spending**

### Highway Program

- State Highway Rehabilitation: \$1.937 billion, the same amount as the governor's proposal.
- Major Highway Program: \$564.2 million, \$6 million more than the governor's proposal.
- Southeast Freeway Reconstruction: \$45.5 million below the governor's proposal.
- Finishes the Zoo Interchange – the piece left undone, often referred to as the North Leg.
- Enumerates I-43 in Milwaukee and Ozaukee counties and I-41 in Brown and Outagamie counties.

### Local Aids

- One-time funding for the Local Road Improvement Program: \$90 million General Purpose Revenue. \$32 million for counties, \$23 million for cities and villages, and \$35 million for towns. The local match for these funds will be 10% as opposed to the normal cost-sharing requirement of 50%.
- Ups General Transportation Aids by 10%, more than \$66 million over the biennium. This is consistent with the governor's proposal.
- 2% increase in General Transit Aids. This is a reduction from the 10% proposed by the governor. In addition, the motion doesn't include \$10 million for transit capital.
- Increases funding for Seniors and Individuals with Disabilities Specialized Transportation Aids by \$1.5 million a year (half of what the governor proposed) and Paratransit by 10%, which is consistent with the governor's proposal.

### Airports, Ports and Rail

- \$1 million a year for airports - consistent with the amount in the governor's budget proposal - to implement Next Generation Air Traffic Control Systems.
- \$30 million in bonding for freight railroad preservation. This is the same amount proposed by the governor.
- \$45.2 million in support for the Harbor Assistance Program, a \$7 million reduction from the governor's proposal.
- \$35 million for passenger rail improvements, \$25 million in SEG funding and \$10 million in GPR-supported general obligation bonds. This is \$10 million less than the amount proposed by the governor.

### Other

- Provide \$2.5 million for the department to conduct a mileage-based fee study. The study is to be completed by December 1, 2022 with a recommendation from the Wisconsin Department of Transportation by January 1, 2023. The Joint Committee on Finance is to approve, modify, or deny the implementation of the mileage-based fee.
- Innovative program delivery, including Design-Build.

[Link to motion](#)

**TDA's Statement on the Budget**

Transportation Development Association Executive Director Debby Jackson released the following statement on the transportation motion passed by the Joint Committee on Finance:

“For the last four years, we have talked with Wisconsinites around the state about the declining condition of our transportation infrastructure and the need to ***Just Fix It.*** Governor Evers’ proposal set the pace earlier this Spring, and the legislative agreement that passed the Joint Committee on Finance last night acknowledges the growing concerns of citizens and businesses.

“The legislature’s plan contains new revenue that will allow Wisconsin to jump start local and state highway rehabilitation projects and move forward on modernizing key segments of our Interstates. We are hopeful similar progress can be made to establish an equitable, sustainable, ongoing revenue stream to ensure our transportation infrastructure can meet Wisconsin’s future needs.”

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