

Transportation Budget and Governance Structure in Wisconsin

A Description of Expenditures and Jurisdiction of
Transportation Agencies in the Madison
Metropolitan Area

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Overview

Several government agencies at the national, state, and local level impact transportation decisions in the Madison area. This report seeks to clarify the jurisdictional authority and financial capacity of governments on the federal, state, regional, county, and city level with respect to transportation. The following passages provide a brief overview of the basic responsibilities of the major actors in transportation policymaking:

Federal Government: provides funding to multiple levels of government for a variety of transportation programs through the U.S. Department of Transportation (USDOT).

State Government: builds and maintains U.S. and state highways within Wisconsin and provides funding to local units of government for various transportation projects through the Wisconsin Department of Transportation (WisDOT).

Dane County: builds and maintains the County Trunk Highway, which is located primarily in unincorporated portions of the county. Dane County also provides specialized transportation services through its Department of Health and Human Services.

Madison Area Transportation Planning Board (MATPB): serves as the federally designated Metropolitan Planning Organization (MPO) for the Madison Metropolitan Area. MATPB works together with federal, state, and local governments to plan long-term and short-term transportation development in the Madison area.

City of Madison: serves as the administrative agency for MATPB and operates Madison Metro, the transit utility for the region. Madison also provides funding for road construction and maintenance throughout the Madison area.

Other MATPB Municipalities: provide funding for road construction projects within their jurisdictions and influence transportation decisions via representation on the MATPB.

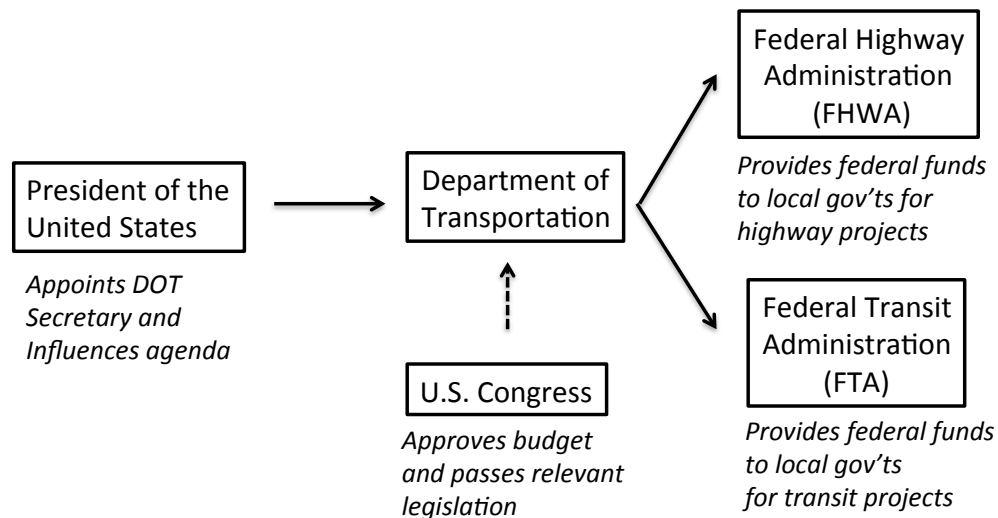
Federal Government

The United States Department of Transportation (USDOT) is the federal executive agency responsible for transportation.

Purpose

Its main function is to ensure that the United States has a “fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.”¹ USDOT achieves this mission by providing financial and technical support to state and local governments for the development of highways and transit system. The Federal Highway Administration (FHWA) focuses on repairing the nation’s roadway infrastructure and the Federal Transit Administration (FTA) supports public transit projects. Out of the 10 agencies within USDOT, FHWA and FTA receive the most funding and are most relevant to this report.

Figure 1. Organizational Structure of USDOT



Source: Author

Authority

As part of the executive branch of the federal government, USDOT is responsible for implementing transportation-related obligations set forth in federal statutes. The main statute that guides USDOT’s activities is the Moving Ahead for Progress in the 21st Century Act (MAP-21). This Act, signed into law July 6th, 2012, is the first major federal transportation legislation since 2005. See below for a brief timeline of federal transportation legislation:

- **1991** – Intermodal Surface Transportation Efficiency Act (ISTEA)
- **1998** – Transportation Equity Act of the 21st Century (TEA-21)
- **2005** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU)
- **2012** – Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 builds on previous legislation by authorizing \$105 billion of funding for transportation projects over fiscal years (FY) 2013 and 2014. MAP-21 allocates this funding to states through a few major programs listed below:

- **National Highway Performance Program (NHPP)** – provides support for the maintenance of interstate highways and other highways of federal importance.
- **Surface Transportation Program (STP)** – given to states and localities to improve transportation systems. Half of the funding is given to localities based on population and the other half can be used by the State of any purpose.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – provides help for meeting the requirements of the Clean Air Act.
- **Highway Safety Improvement Program (HSIP)** – provides States with funding to improve the safety of roadways.
- **Metropolitan Planning** – provides funding for Metropolitan Planning Organizations (MPOs).
- **Transportation Alternatives (TA)** – provides funding to states for alternative transportation, recreational trails, safe routes to schools, and right of way planning. Half of the funds are allocated to localities in the State with populations over 200,000. The State may use the other half wherever it chooses.

For More information about MAP-21 and its predecessors, see the links below:

MAP-21: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

SAFETEA-LU: <http://www.fhwa.dot.gov/safetealu/summary.htm>

TEA-21: <http://www.fhwa.dot.gov/tea21/>

ISTEA: http://www.fhwa.dot.gov/planning/public_involvement/archive/legislation/istea.cfm

Budget

USDOT receives most of its funding from the Highway Trust Fund, which is primarily funded through a 18.4 cents per gallon gasoline tax and a 24.4 cents per gallon diesel tax.² Due to increased fuel efficiency standards in vehicles, the gasoline tax has had trouble collecting enough revenue to keep pace with spending. The FY 2015 USDOT budget request is \$90.9 billion, with \$48.6 billion and \$17.5 billion allocated to FHWA and FTA respectively. See USDOT Budget 2015 link below for more details:

USDOT Budget 2015:

<http://www.dot.gov/sites/dot.gov/files/docs/BudgetHighlightsFY2015.pdf>

State Government

Wisconsin Department of Transportation (WisDOT) is the executive agency in the State of Wisconsin that is responsible for transportation issues.

Purpose

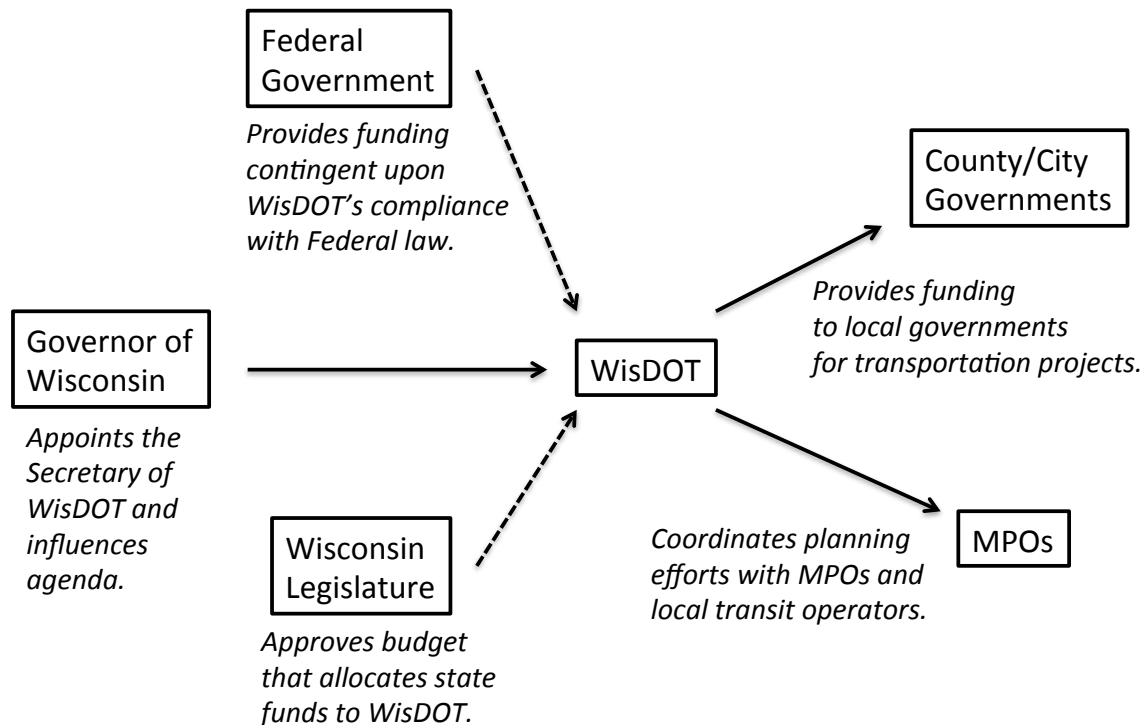
WisDOT has three major responsibilities³:

1. Planning, building, and maintaining Wisconsin's network of state highways and Interstate highway system.
2. Sharing the cost of building and operating county and local transportation systems, which include highways, public transit, and other modes.
3. Promoting and funding statewide air, rail, water, bicycle, and pedestrian transportation.

Authority

WisDOT receives its authority from Wisconsin State Statute 85.02(1) which states, "All state, regional and municipal agencies and commissions created under authority of law shall to the extent practicable, when dealing with transportation, follow the recommendations made by the secretary."⁴

Figure 2. Organizational Structure of WisDOT



Source: Author

For more information on the internal organizational structure of WisDOT, see the WisDOT Organization Structure link below:

WisDOT Organizational Structure: <http://www.dot.wisconsin.gov/about/docs/orgchart.pdf>

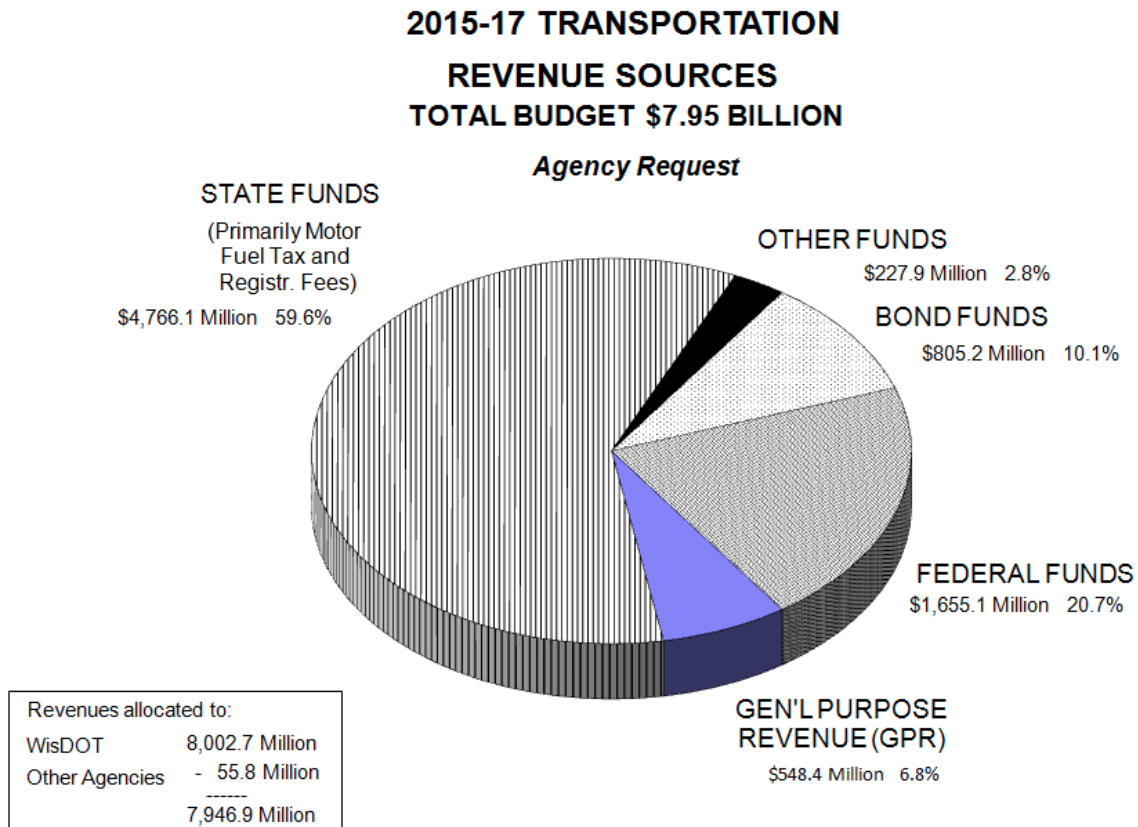
In 2011, the Governor created the Transportation Finance and Policy Commission and asked it to provide “recommendations on options to achieve a stable balance between transportation expenditures, revenues and debt service over the next decade.”⁵ This report was published in January 2013 and a link to the full report is provided below:

Keep Wisconsin Moving: Smart Investment Measurable Results, Wisconsin Transportation, Finance, and Policy Commission, January 2013:
<http://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/tfp.aspx>

Budget

WisDOT projects that it will raise \$7.95 billion in revenue over the 2015-2017 biennium. WisDOT raises State funds (60% of total revenue) primarily through gasoline and diesel fuel excise taxes and vehicle registration fees. These taxes and fees comprise 86% of state generated revenues in the past.⁶ The gas tax in Wisconsin has remained constant at 30.9 cents per gallon since 2006 and registration fees have remained at \$75 since 2008.⁷ The remaining 40% of revenue comes from federal-aid (20%), bonding (10%), the Wisconsin State general-purpose revenue (7%), and other funds (3%). Figure 3 shows WisDOT’s projected revenue sources for FY 2015-2017.

Figure 3. WisDOT Revenue Sources Outlined in 2015-2017 Budget Request



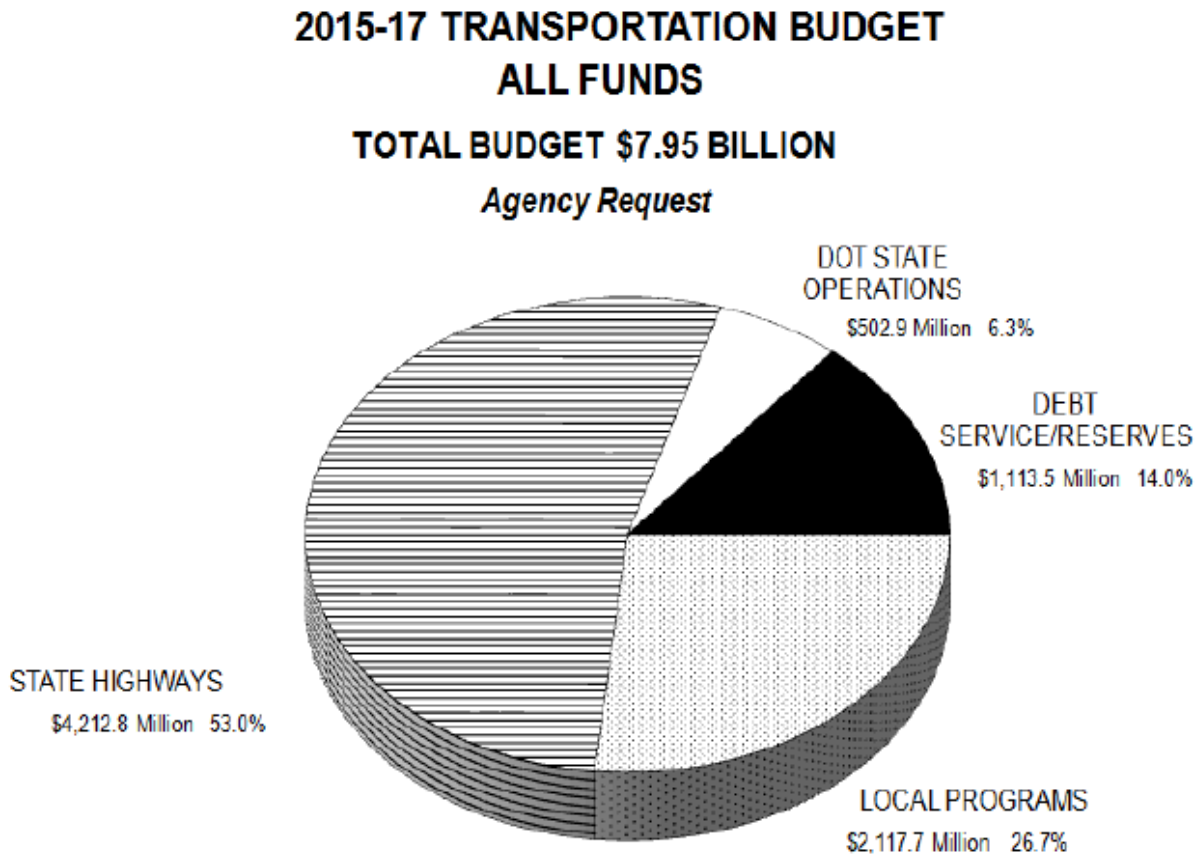
Source: 2015-2017 Biennial Budget Highlights Department Budget Requests, 12/9/14

13-Nov-14

WisDOT's budget request suggests that Wisconsin should increase its gas tax and institute a Highway Use Fee (HUF) to compensate for inflationary effects on the gas tax⁸, but the Governor and Republican Legislature have been hesitant to raise taxes.⁹ Instead, the Governor proposed to increase bonding for WisDOT to \$1.3 billion to make up the deficit, but the Legislature only authorized \$850 million of bonding. This deficit will result in the delay of some major highway projects.

WisDOT requested to spend \$7.95 billion over FY 2015-2017. Figure 4 below shows that approximately 53% of this will go to highway construction and maintenance, 27% will go to local transit programs, 6% will go to WisDOT operations, and the remaining 14% will be dedicated to debt service.

Figure 4. WisDOT Expenditures Outlined in 2015-2017 Budget Request



Source: 2015-2017 Biennial Budget Highlights Department Budget Requests, 12/9/14

For more on WisDOT's requested budget, see the link provided below:

WisDOT Full Budget Request 2015-2017, drafted Nov. 14th, 2014:

<http://www.doa.state.wi.us/Documents/DEBF/Budget/Biennial%20Budget/2015-17%20Agency%20Request/395%20WisDOT%20Budget%20Request%202015-17.pdf>

Dane County

The Department of Public Works, Highway, and Transportation is the main administrative division within the Dane County government responsible for transportation maintenance.

Purpose

Dane County is responsible for building and maintaining the County Trunk Highway (CTH) system. The CTH system consists primarily of roads located in rural, unincorporated areas that the County marks with lettered names (ex. CTH O, or CTH BB). The green lines on the map in Appendix A represent the CTH system. Dane County is responsible for plowing, repairing, and, when necessary, building CTH roads.

Dane County also operates specialized transit programs through its Department of Human Services. Examples of these programs are: ride share, bus buddy, disability services, special need programs, etc.

Finally, the Department of Public Works and Transportation commissioned a Transit Subcommittee. The Transit Subcommittee is intended to generate ideas for Dane County's role in transit after efforts to develop a regional transit authority failed to gain traction in the Wisconsin State Legislature. This Transit Subcommittee will hold listening sessions throughout Dane County in late-2015 to receive feedback from constituents.

Authority

Chapter 83 of Wisconsin Statutes allocates responsibility for the CTH system. The following sections are particularly relevant:

- **83.025(1):** Cities, villages, and towns can elect to take over responsibility for CTH roads within their incorporated territories. Since Dane County has a population greater than 500,000, it can also transfer responsibility for CTH highways located within newly annexed incorporated areas one year after the municipal annexation.
- **83.025(2), 83.05:** If municipalities wish to widen CTH roads, they must pay for the construction and maintenance of the widened portion of the road.
- **83.03(2):** Dane County cannot make municipalities pay more than 40% of \$1,000 for a CTH improvement, but municipalities can elect to pay more voluntarily.

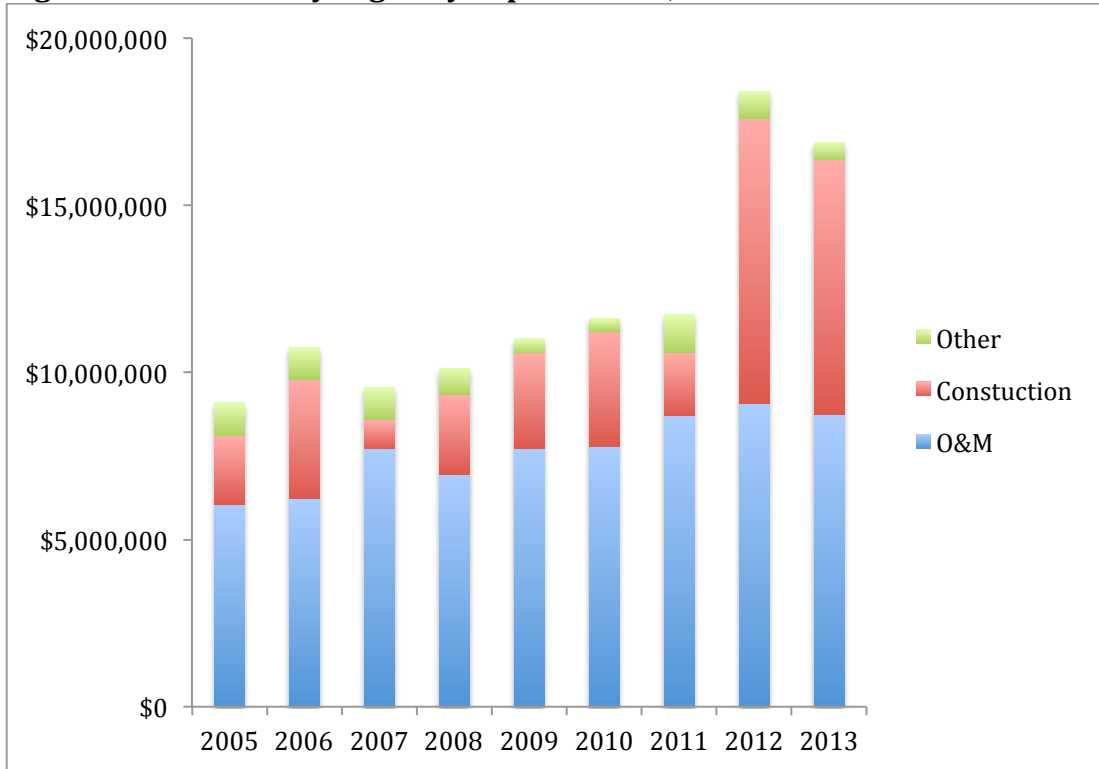
See Appendix B for full text versions of the statutes relevant to the CTH system.

Budget

Dane County's 2015 operating budget is \$533 million. The revenue primarily comes from county property and sales tax (40%), intergovernmental sources (40%), and

charges for services (20%). The budget for operating and maintaining the CTH system is approximately \$22.3 million in 2015. Dane County allocates these funds to the Department of Public Works and Transportation. Additionally, Dane County will spend \$10.8 million in capital appropriations for CTH improvements in 2015. Figure 5 below shows Dane County’s past transportation-related expenditures.¹⁰

Figure 5. Dane County Highway Expenditures, 2005-2013



Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

For more information of Dane County’s budget, see the link provided below:

Dane County Budget in Brief, 2015:

http://pdf.countyofdane.com/budget/2015/2015_Budget_In_Brief.pdf

Capital Area Regional Planning Commission

The Capital Area Regional Planning Commission (CARPC) guides county decisions in a number of planning criteria, but has limited ability to influence transportation decision, as the Madison Area Transportation Planning Board (MATPB) is primarily responsible for transportation planning. MATPB’s current role will be discussed in the next section.

CARPC was previously the Regional Planning Commission (RPC). It was designated as the Madison Metropolitan Area’s Metropolitan Planning Organization (MPO). In 2007, the MPO portion of RPC was split off to form the current MATPB MPO. The RPC then dissolved and the legislature commissioned CARPC by statute 66.0309.¹¹

CARPC has two main functions:

1. Water quality planning, monitoring, and preservation within Dane County.
2. Community planning by granting Urban Service Areas, which allow cities to expand incorporated boundaries.

It is important to note that the Wisconsin Department of Natural Resources can overturn CARPC Urban Service Area decisions. Additionally, when conducting community planning, statute only allows CARPC to make decisions based upon water quality.

CARPC also approves all plans that are made by the MPO. Since CARPC does not have adequate resources to conduct its own studies, it delegates this responsibility to the MPO. The major report is the 2035 long-range strategic plan. CARPC (then RPC) conducted long range planning in the past through the Visions 2020 report issued in the 1990's, but relies on the MPO to conduct these studies now.

CARPC gets its funding through a limited levy granted by the county. The Dane County Budget and Planning Commission oversees the budget process and sets the levy limit for CARPC. CARPC is also not a lobbying body. It does not petition legislature for certain policies, such as regional transit authority.

Madison Area Transportation Planning Board (MATPB)

MATPB has been the MPO for the Madison Urban Area since 2007. It is responsible for transportation planning throughout the region.

Purpose

MATPB's main responsibility is to "carry out a cooperative, continuous, and comprehensive planning processes for making transportation investment decisions in the metropolitan area with program oversight from FHWA, FTA, and WisDOT."¹² As part of this overarching goal, MATPB must issue three main reports:

1. A Long-range Multi-modal Transportation Plan for the region that is updated every 5 years. The most current version goes through 2035.
2. A 5-year Transportation Improvement Program (TIP) updated annually. This report allocates funding for projects based on priority. The current TIP goes from 2014-2019.
3. A Unified Planning Work Program that details the yearly work activities required by MATPB staff to carry out planning activities

Links to the current versions of these three reports are provided below:

2035 Regional Transportation Plan Update: Madison Metropolitan Area & Dane County, March 2012:

http://www.madisonareampo.org/planning/documents/RTPFINAL_Web.pdf

Transportation Improvement Program 2015-2019, November 2014:

http://www.madisonareampo.org/planning/documents/Final_TIP_web.pdf

Unified Planning Work Program, 2014:

http://www.madisonareampo.org/planning/documents/UPWP_2015_final_web.pdf

Authority

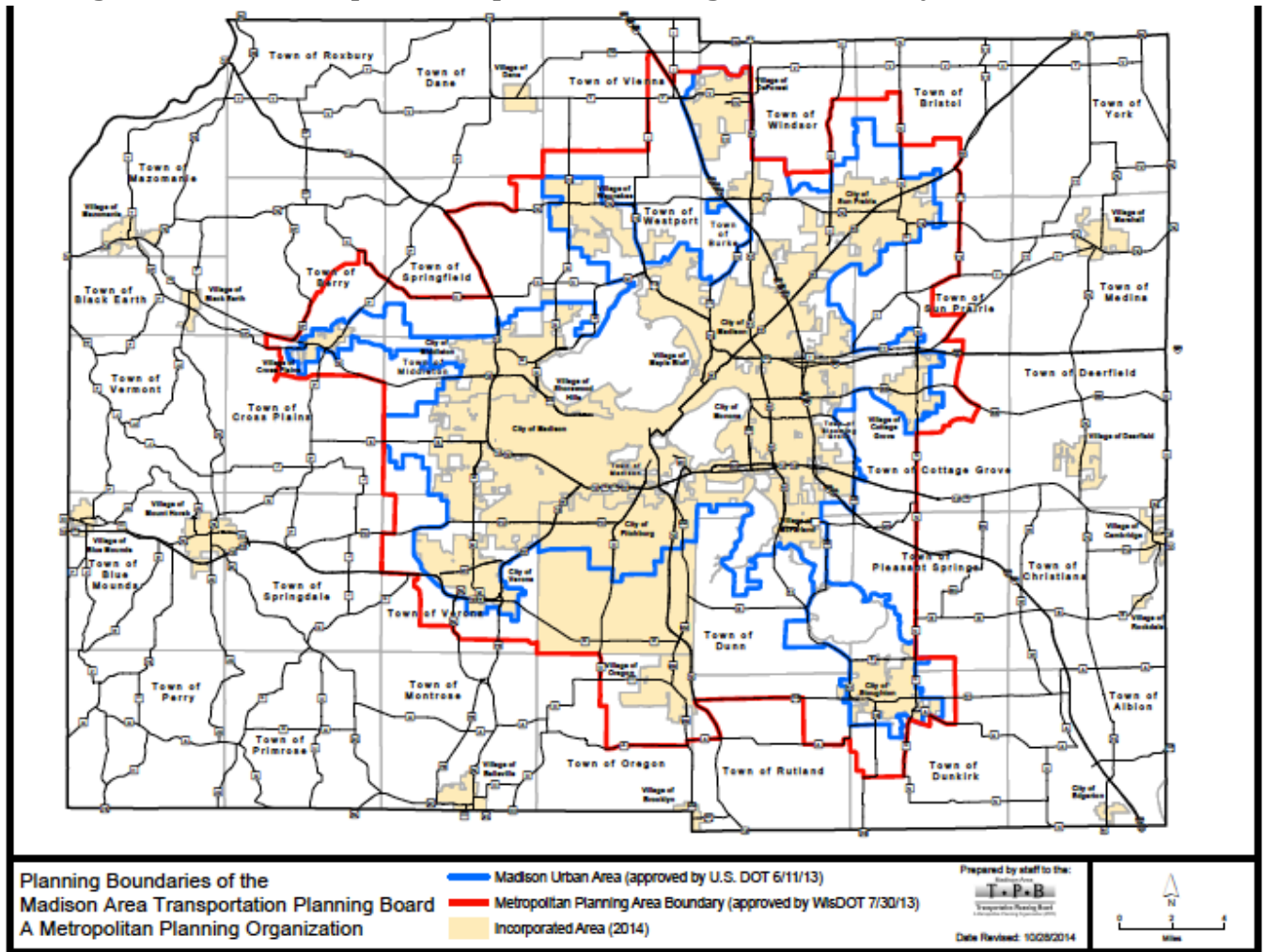
"Federal rules require MPOs in urbanized areas of 50,000 or more in population as a condition for spending federal highway and transit funds. As the MPO, it is the policy body responsible for cooperative, comprehensive regional transportation planning, and decision making for the Madison Metropolitan Planning Area. The goal of the MPO planning process is to build regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals."¹³

WisDOT, MATBP, the City of Madison, and Madison Metro have entered into a three-party cooperative agreement for the planning and management of transportation-related activities within the Madison Metropolitan Planning Area. A link to the agreement is located in the Major Reports section below:

Cooperative Planning Agreement between WisDOT, MATPB, and Madison:
http://www.madisonareampo.org/about/documents/Three_Party_Agreement_2008.pdf

The Metropolitan Planning Area Boundary for MATPB is the area outlined in red in Figure 6 below. This is the area that MATPB must consider when it does transportation planning. The Madison Urban Area is the area outlined in blue. Areas shaded in yellow are incorporated cities and villages.

Figure 6: Current Map of Metropolitan Planning Area Boundary for MATPB



Source: MATPB

A 14-member board governs MATPB. The members of the board are appointed as follows:

- **6 members**—appointed by Mayor of Madison (4 must be elected officials, 1 Metro Transit representative)
- **3 members**—appointed by Dane County Executive (2 must be elected officials)
- **3 members**—appointed by the city and village chief officers within the Metropolitan Area by a simple majority (2 must be elected officials)

- **1 member**—appointed by the towns Chairpersons within the Metropolitan Area by a simple majority (must be an elected official)
- **1 member**—appointed by the WisDOT Secretary to represent WisDOT

In addition to the board, MATPB has two advisory committees:

- **Technical Coordinating Committee (TCC)** – comprised of engineers and planners on municipal and state staffs.
- **Citizen Advisory Committee (CAC)** – comprised of citizens within the MATPB planning boundary.

The following is a list of cities, villages, and towns located within the MATPB planning area:

<u>Cities (7):</u>	<u>Villages (8):</u>	<u>Towns (19):</u>	
Fitchburg	Cottage Grove	Blooming Grove	Cross Plains*
Madison	Cross Plains	Burke	Dunkirk*
Middleton	DeForest	Dunn	Oregon*
Monona	Maple Bluff	Madison	Pleasant Springs*
Stoughton	McFarland	Middleton	Rutland*
Sun Prairie	Oregon	Westport	Springfield*
Verona	Shorewood Hills	Berry*	Sun Prairie*
	Waunakee	Bristol*	Verona*
		Cottage Grove*	Vienna*
			Windsor*

* — Partially located within MATPB boundary

Budget

Pursuant to Section I of the MATPB Rules and Operating Procedures, “because the MATPB is not a corporate entity, the City of Madison serves as its fiscal and administrative agent.”¹⁴ Section II D states that, “the City of Madison is responsible for providing professional staff services to the MATPB. MATPB staff are directed by MATPB policies and approved documents.”¹⁵ The City of Madison Planning Division Director appoints the MPO Transportation Planner Manager, who oversees operations.

There are 8 full-time MPO staff and 3 City of Madison staff members that share time between the MPO and the City of Madison Planning Division.¹⁶ Total budget for staff in 2015 is approximately \$1 million. Federal and State agencies provide 85% of the funds and local governments within the MPO territory (Madison, Middleton, etc.) provide 15%.¹⁷

City of Madison

The City of Madison is responsible for building, expanding, and maintaining the streets within its city limits. Madison is also responsible for operating the major transit utility for the Madison metropolitan area.

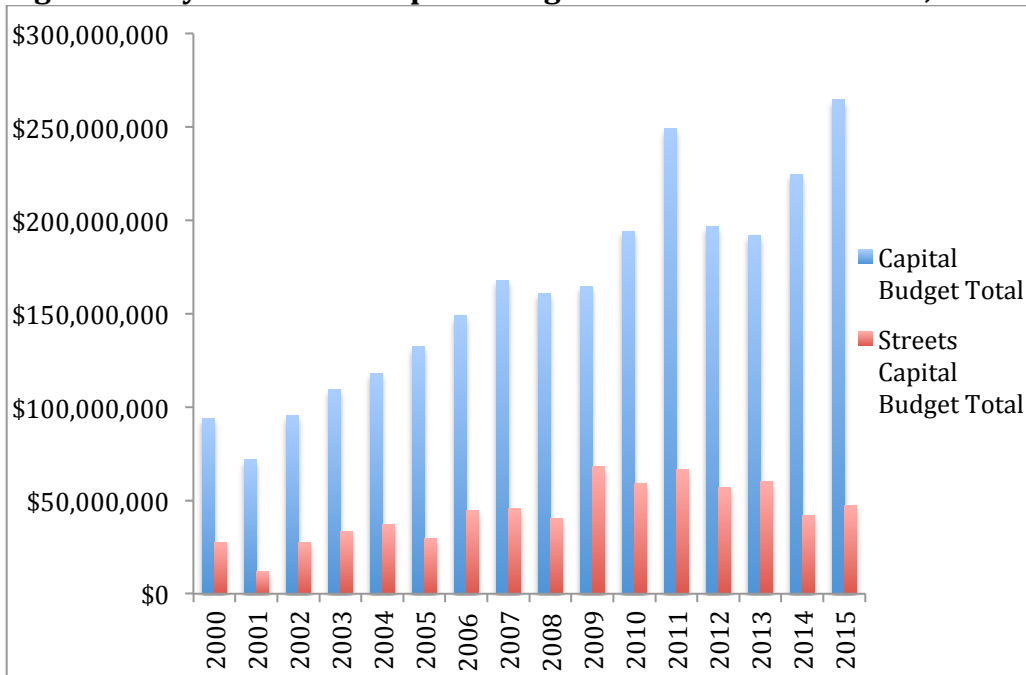
Purpose

The City of Madison Department of Public Works and Transportation receives operating budget funds for street maintenance, traffic engineering, street design, and Madison Metro operation, as well as other non-transportation purposes. This department has received approximately 25% of the operating budget every year since 2000. In addition, the City of Madison provides a portion of its capital budget for street construction projects and transit upgrades. The following section contains a detailed discussion of the capital budget.

Budget

The City of Madison dedicates a portion of its capital budget for street construction. Figure 7 below shows how this investment has changed over time in relation to the City of Madison's total capital budget. Street construction has historically accounted for approximately 30% of the City of Madison's total capital budget.

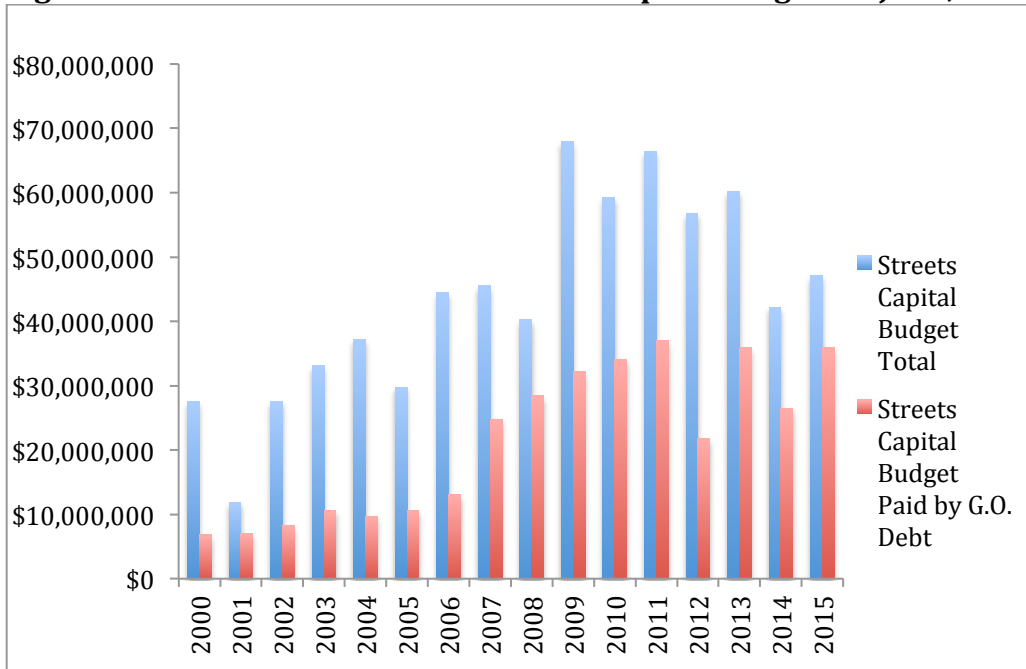
Figure 7. City of Madison Capital Budget Allowances for Streets, 2000-2015



Source: City of Madison Adopted Capital Budgets, 2000-2015

The City of Madison issues government obligation (G.O.) bonds to pay for a portion of street projects. Figure 8 shows how much it relies on G.O. bonds to pay for its capital improvements for streets. In the recent year, the City of Madison has had to rely on G.O. bonding more than it has in the past.

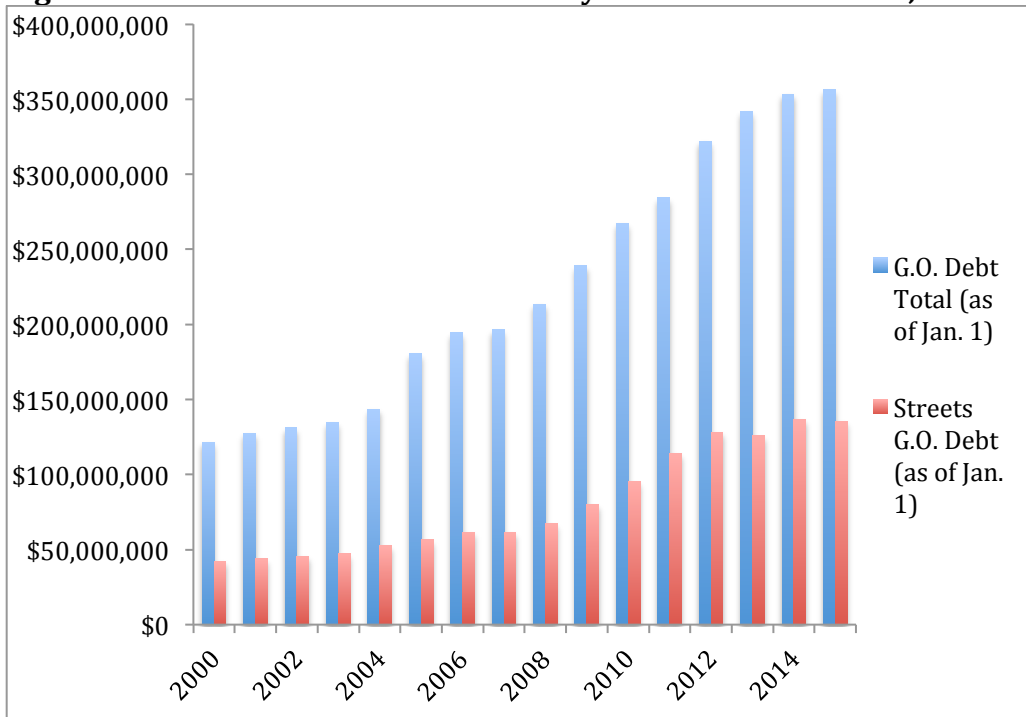
Figure 8. G.O. Debt Allowances for Street Capital Budget Projects, 2000-2015



Source: City of Madison Adopted Capital Budget, 2000-2015

Street construction project have historically comprised a large portion of the City of Madison’s G.O. debt. Figure 9 below shows that street construction has accounted for approximately 35% of total G.O. debt since the year 2000.

Figure 9. Streets Contribution to the City of Madison G.O. Debt, 2000-2015



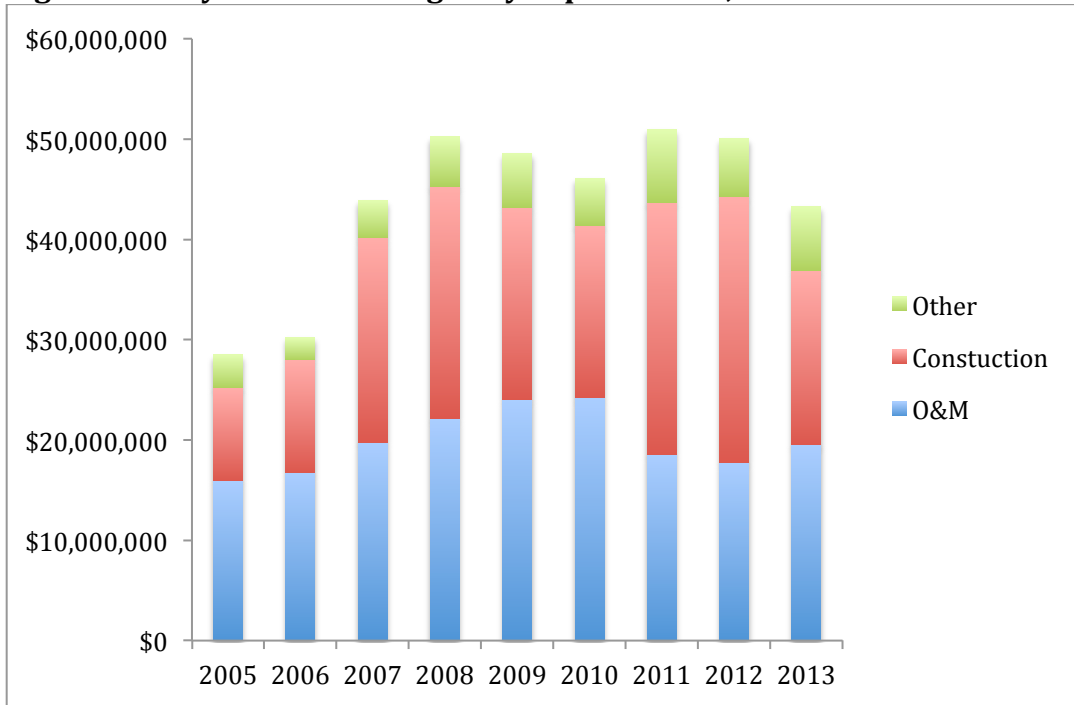
Source: City of Madison Adopted Operating Budget, 2000-2015

For more information on the City of Madison’s capital and operating budget, including project specific capital expenditures, follow the link below:

City of Madison Budgets 2000-2015: <http://www.cityofmadison.com/finance/budget>

The Wisconsin Department of Revenue collects statistics on highway expenditures for every county, city, village, and town in Wisconsin. Figure 10 shows the City of Madison’s expenditures from 2005 to 2013.ⁱ

Figure 10. City of Madison Highway Expenditures, 2005-2013



Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Madison Metro

Madison Metro provides bus transit services to the Madison metropolitan area. Metro has an annual operating budget of approximately \$55 million. It about 23% of its revenue from fare sales and receives the remained from federal, state, local sources. For more regarding Metro’s budget and future develop, see the links provided below:

Metro 2014 Annual Report: <http://www.cityofmadison.com/metro/annualreports/2014.pdf>

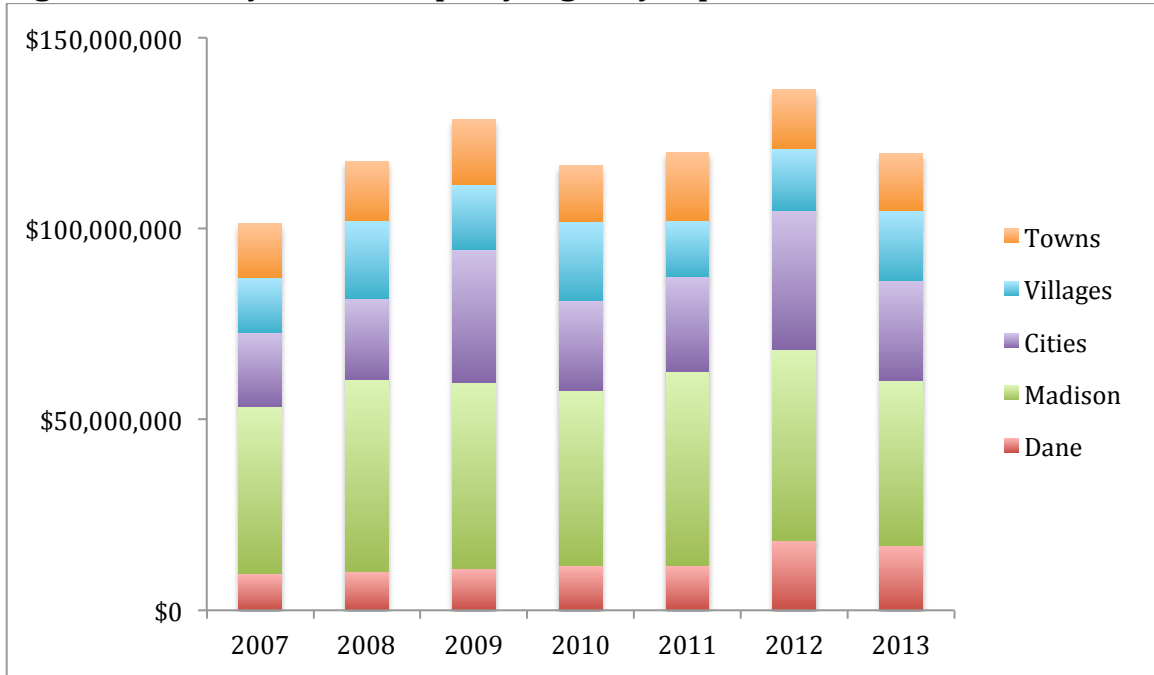
Transit Development Plan for the Madison Urban Area 2013-2017, 2013:
http://www.madisonareampo.org/planning/documents/TDP_Final_Web.pdf

ⁱ O&M includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. Constuction includes the operating expenditures and capital outlays for constructing highways. Other includes operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.

Dane County Municipalities

Cities, villages, towns, and Dane County all provide funding for highways in their respective capital and operating budgets. Figure 11 shows the how much these different municipal units of government spend on highways in relation to one another. See Appendix C for figure data.

Figure 11. County and Municipality Highway Expenditures, 2007-2013

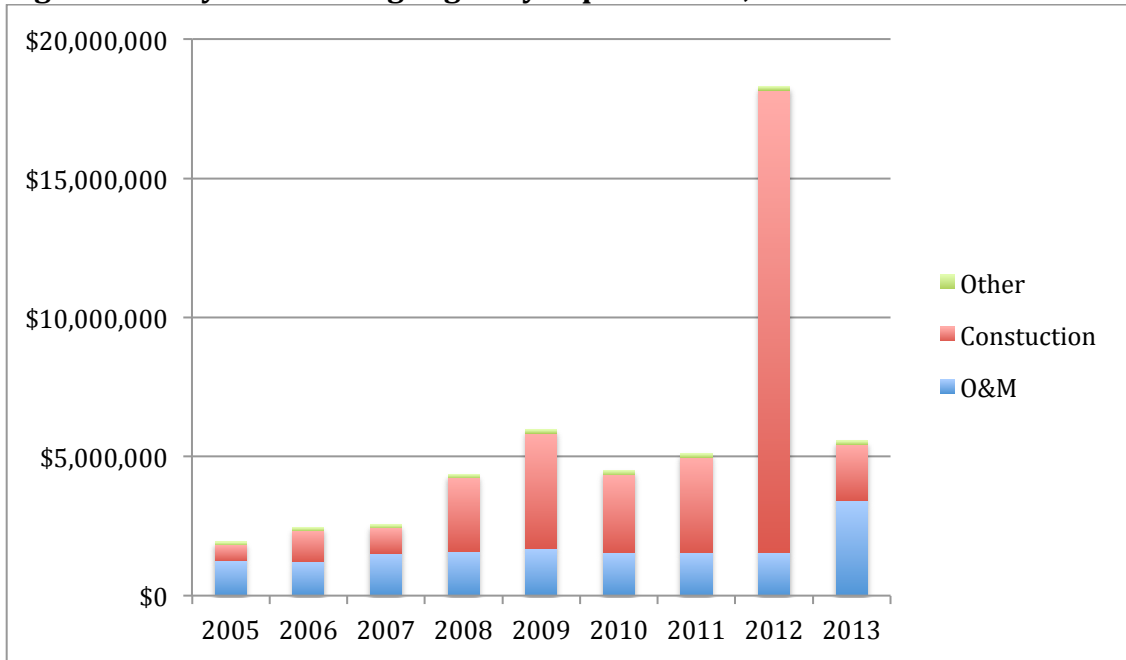


Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Cities

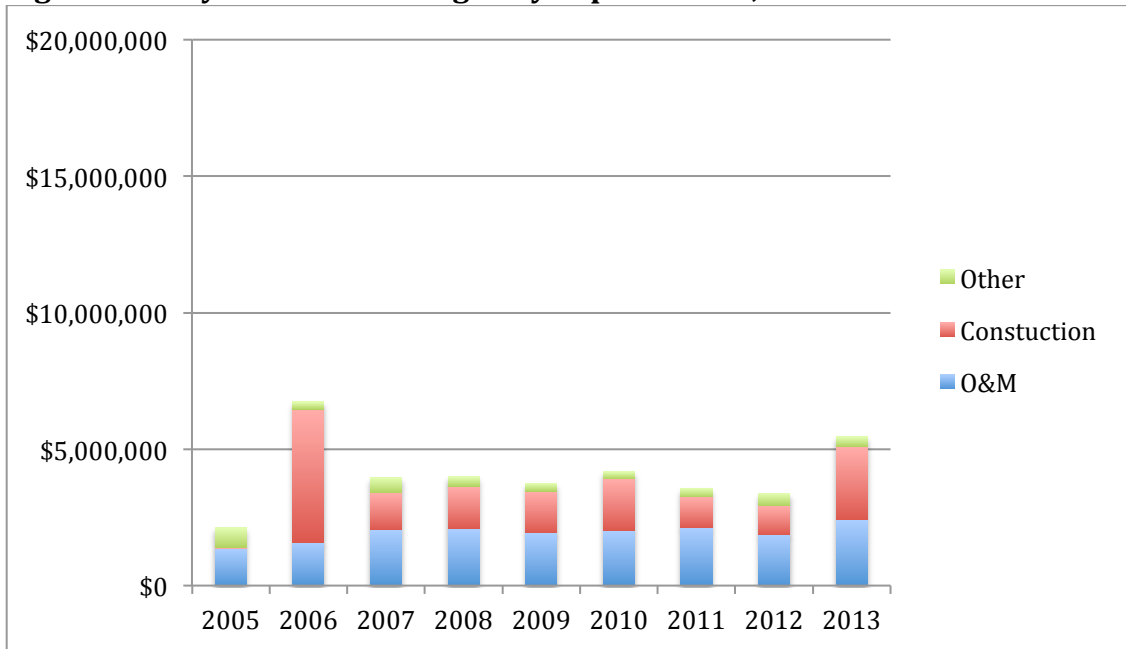
Just like the City of Madison, other cities within Dane County are responsible for funding transportation activities within their city limits. The following figures show how much cities within the MATPB area spend on highway construction and maintenance. See Appendix C for figure data.

Figure 12. City of Fitchburg Highway Expenditures, 2005-2013



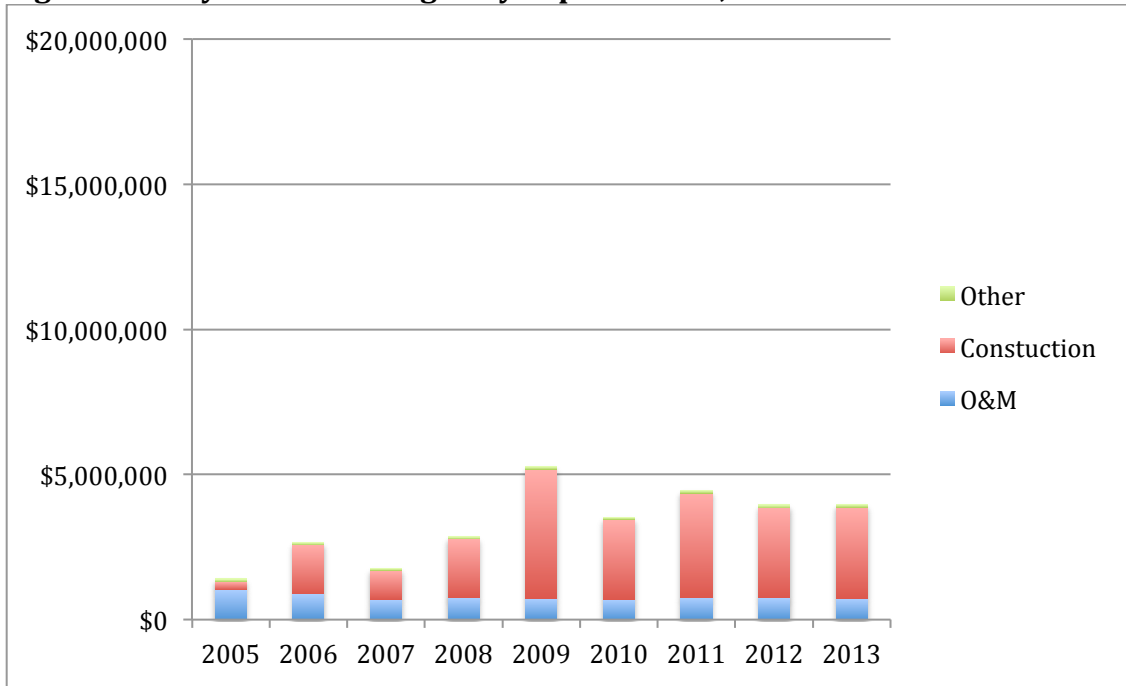
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 13. City of Middleton Highway Expenditures, 2005-2013



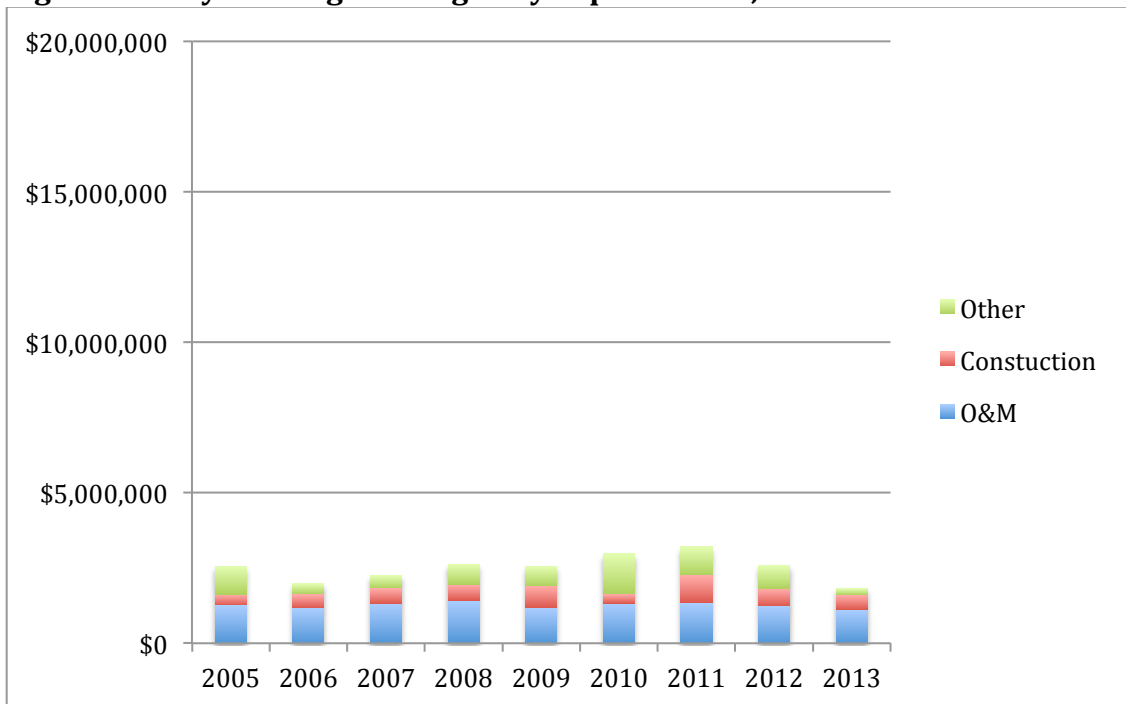
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 14. City of Monona Highway Expenditures, 2005-2013



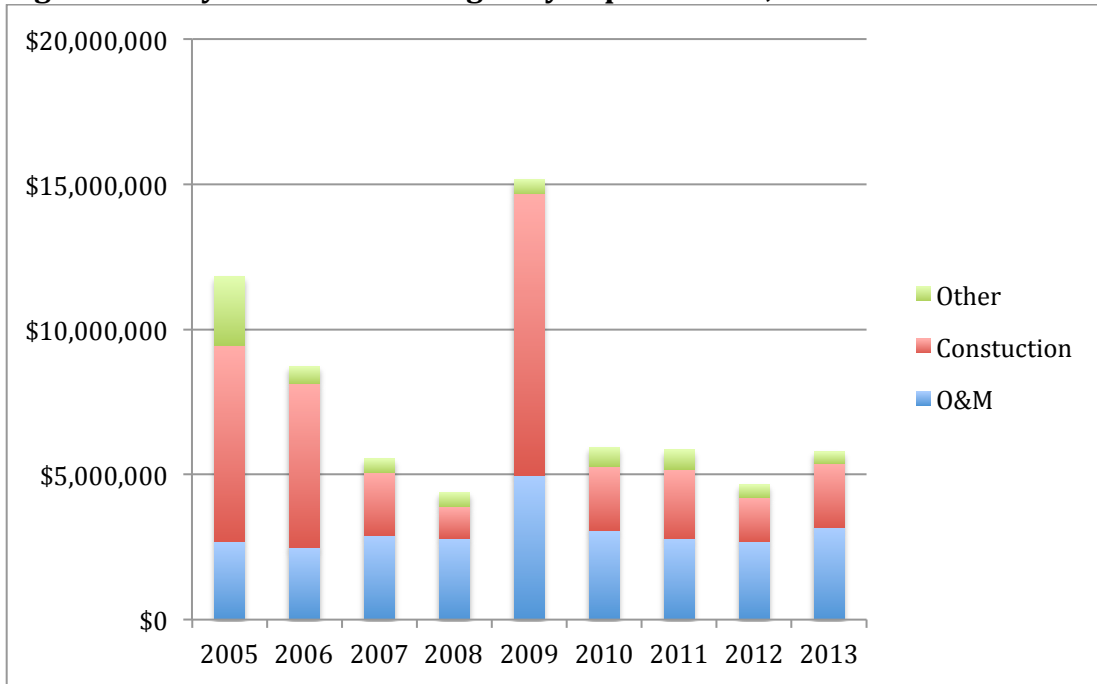
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 15. City of Stoughton Highway Expenditures, 2005-2013



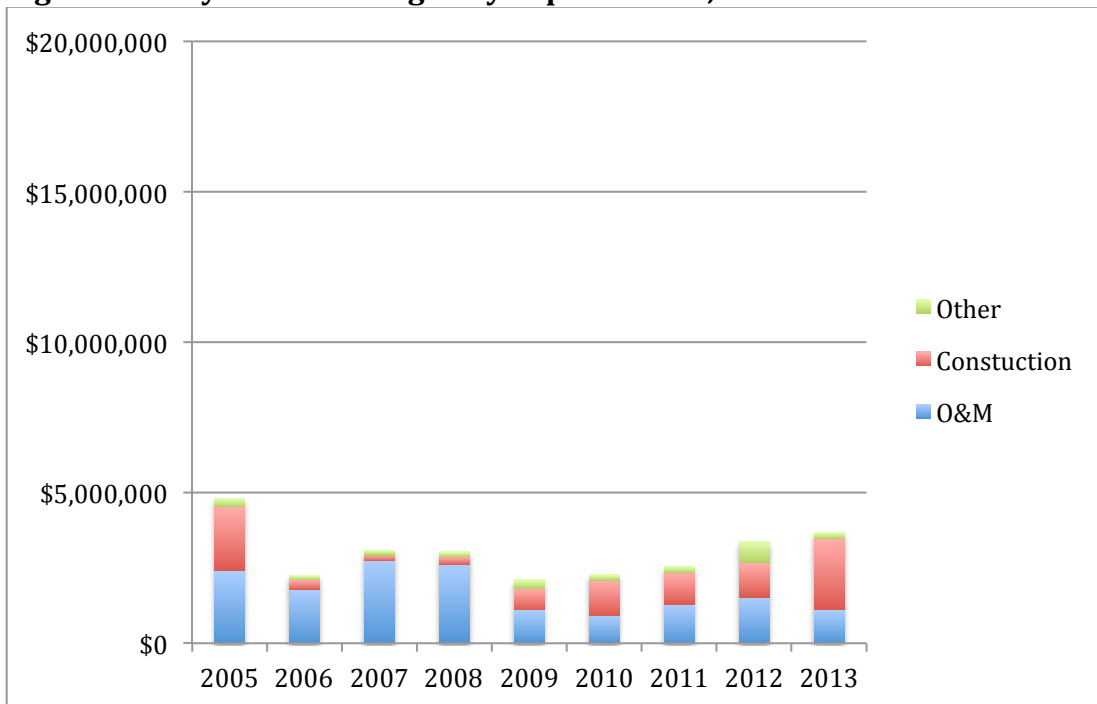
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 16. City of Sun Prairie Highway Expenditures, 2005-2013



Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 17. City of Verona Highway Expenditures, 2005-2013

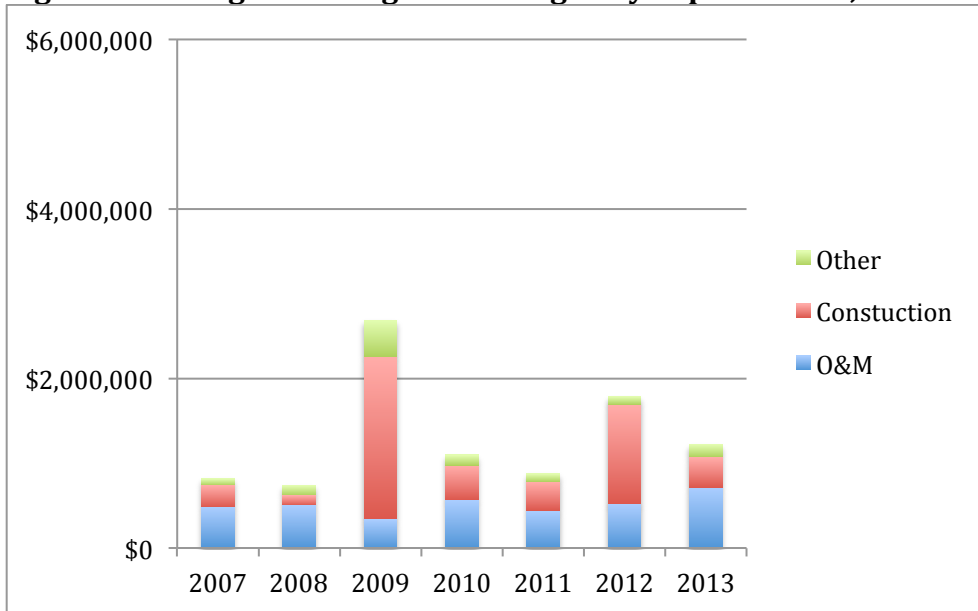


Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Villages

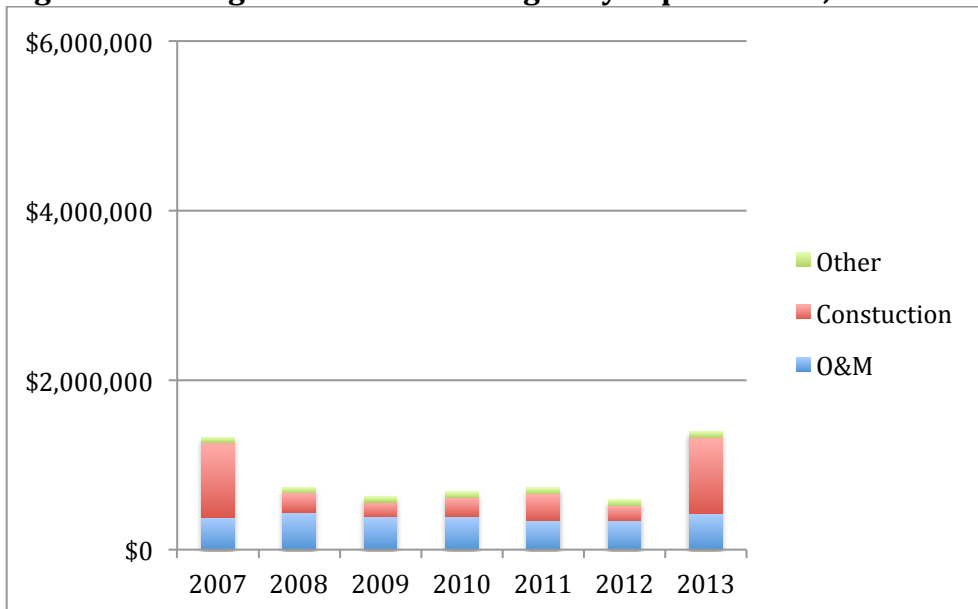
Villages are responsible for funding transportation activities within their city limits as well. The following figures show how much villages within the MATPB area spend on highway construction and maintenance. See Appendix C for figure data.

Figure 18. Village of Cottage Grove Highway Expenditures, 2007-2013



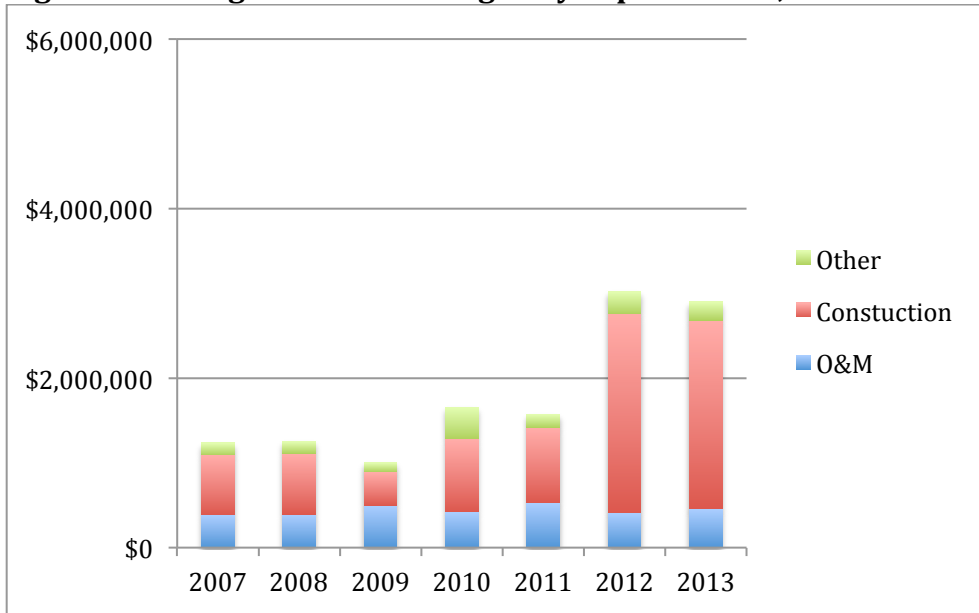
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 19. Village of Cross Plains Highway Expenditures, 2007-2013



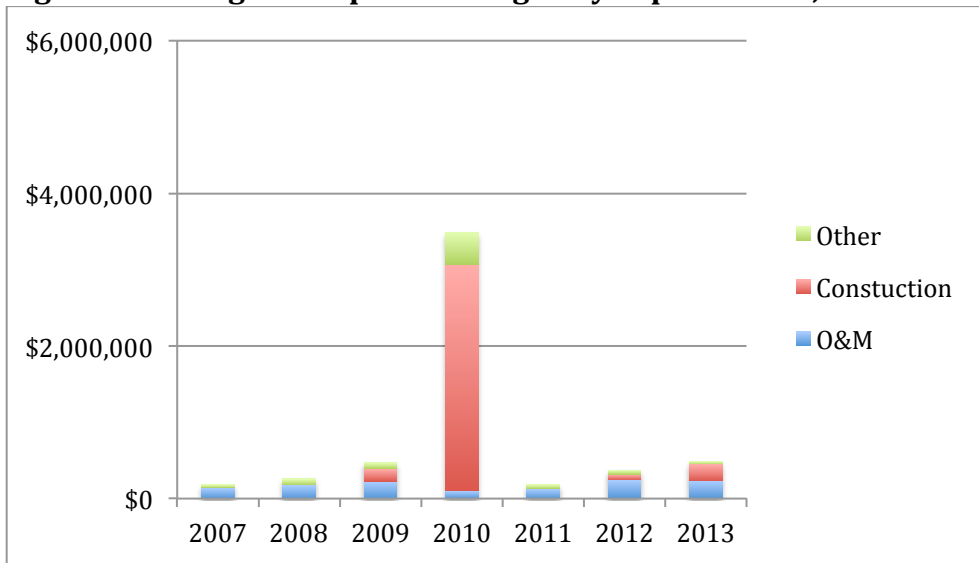
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 20. Village of DeForest Highway Expenditures, 2007-2013



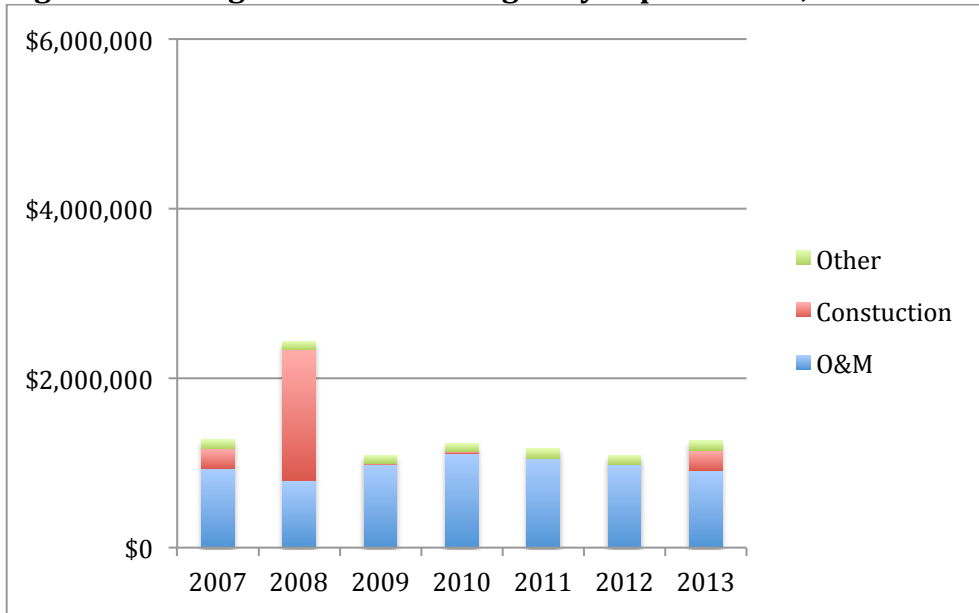
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 21. Village of Maple Bluff Highway Expenditures, 2007-2013



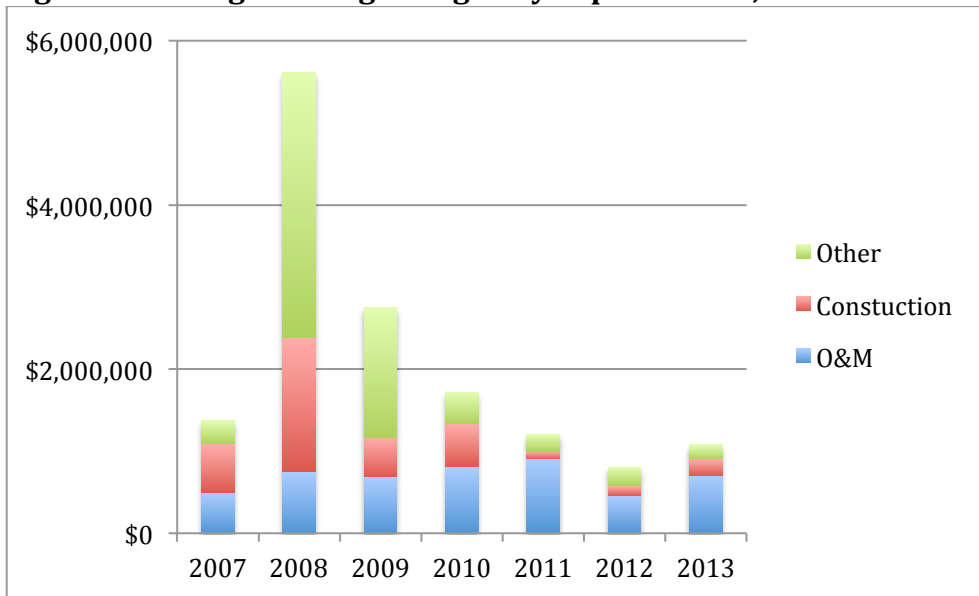
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 22. Village of McFarland Highway Expenditures, 2007-2013



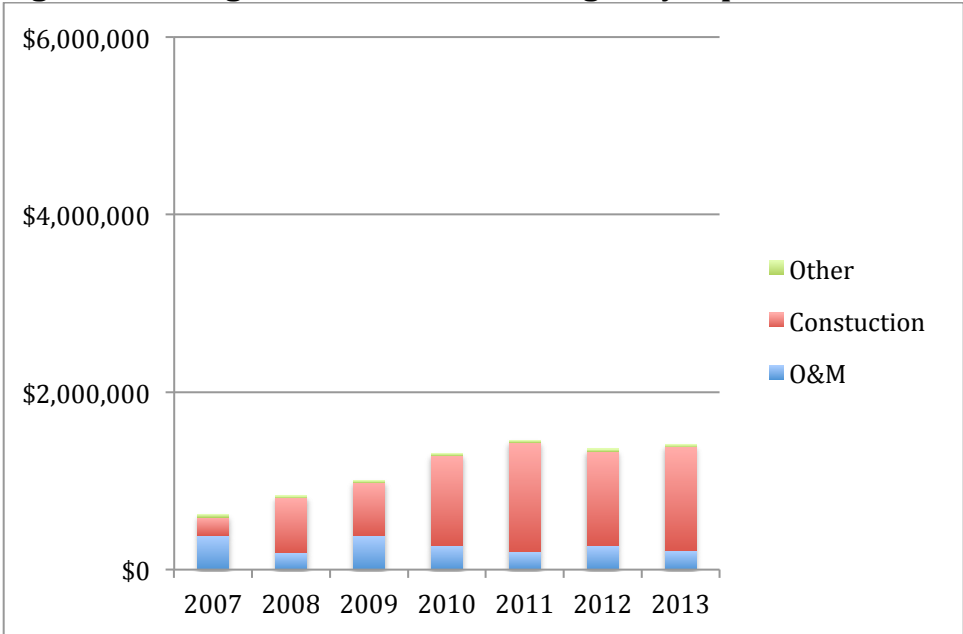
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 23. Village of Oregon Highway Expenditures, 2007-2013



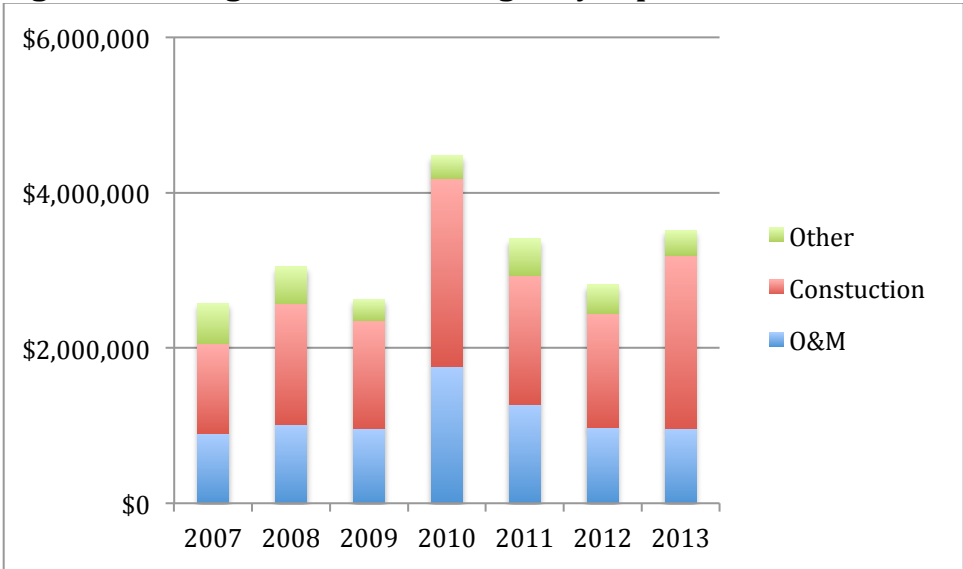
Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 24. Village of Shorewood Hills Highway Expenditures, 2007-2013



Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Figure 25. Village of Waunakee Highway Expenditures, 2007-2013



Source: Wisconsin Department of Revenue, County and Municipal Revenues and Expenditures

Appendix A: Map of Roads in Dane County

The link below provides access to a map that details all of the roadways in Dane County:

<http://wisconsindot.gov/Documents/travel/road/hwy-maps/county-maps/dane.pdf>

Appendix B: Wisconsin State Statutes Relevant to Transportation

The following Wisconsin State Statutes are relevant to Dane County's authority when it comes to matters of transportation.

Ch. 83: County Highways

83.025 County trunk highways.

[83.025\(1\)](#) (1)

[83.025\(1\)\(a\)](#) (a) The systems of county trunk highways heretofore selected by county boards and approved by the department are hereby validated. Changes may be made in the county trunk system by the county board as provided in this section. The county board in making the changes may order the county highway committee to lay out new highways and acquire the interests necessary by the procedures under s. [83.08](#). A county board may not make additions to a county trunk system from a city or village street or town road without the consent of the department and of the governing body of the city, village or town in which the proposed addition is located. A county board may not make deletions from a county trunk system without the approval of the department, and, except as provided in this paragraph and par. (d), without the approval of the governing body of the city, village or town in which the proposed deletion is located or, in the case of a proposed deletion affecting more than one city, village or town, without the approval of a majority of the governing bodies of such cities, villages or towns.

[83.025\(1\)\(b\)](#) (b) The county board, or the county highway committee, shall, by conference with the boards or highway committees of adjoining counties, or otherwise, cause their respective county trunk systems to join so as to make continuous lines of travel between the counties. Any highway which is a part of the county trunk system shall, by virtue thereof, be a portion of the system of county aid highways.

[83.025\(1\)\(c\)](#) (c) Any city or village street or portion thereof selected as a portion of the county trunk system prior to May 1, 1939, shall be a portion of the county trunk system. All streets or highways in any city or village over which is routed a county trunk highway or forming connections through the city or village between portions of the county trunk highway system shall be a part of the county trunk system unless the governing body of the city or village, by resolution, removes the street or highway from the system, but the removal shall apply only to that portion of any street or highway which is situated wholly within the city or village.

[83.025\(1\)\(d\)](#) (d) In counties having a population of 500,000 or more the county board may remove from the county trunk highway system any part thereof which lies within an incorporated village or city, but the removal shall not be effected until

one year after annexation proceeding affecting the area in question has become final.

[83.025\(1\)\(e\)](#) **(e)** Whenever a county has completed a functional and jurisdictional classification of highways and the classification plan has been approved by the county board, the local governing bodies and the department, those roads and streets allocated to the county's jurisdiction will be known as county trunk highways. Additions and deletions from the county trunks under this paragraph in the various municipalities may be made as provided in pars. [\(a\)](#) and [\(d\)](#).

[83.025\(2\)](#) **(2)** The county trunk system shall be marked and maintained by the county. No county shall be responsible for the construction and maintenance of a city or village street on the county trunk highway system to a greater width than are those portions of such system outside the village or city and connecting with such street. When a portion of a county trunk highway extending from one county to another has less mileage than is practical for a patrol section, such portion shall be patrolled by the county in which the major portion of the highway lies, and each county shall bear its proportionate share of the expense of maintenance, payable monthly. The marking and signing of the county trunk highway systems shall be uniform throughout the state, as prescribed by the department.

[83.025\(3\)](#) **(3)** The county highway committee, subject to the approval of the county board, may enter into agreements with the department as provided in s. [86.25 \(2\)](#).
83.025 History

History: [1973 c. 160](#); [1977 c. 29 s. 1654 \(8\) \(d\)](#); [1985 a. 223](#); [1993 a. 246](#).

83.025 Annotation

Sub. (1), as amended by ch. 160, laws of 1973, does not require counties to develop a functional and jurisdictional classification of highways. Nor is a properly approved classification plan a prerequisite to a county board's exercise of its authority pursuant to sub. (1) to incorporate town roads into the county trunk highway system without prior approval of town boards. 63 Atty. Gen. 125.

83.03 County aid; local levy; donations.

[83.03\(1\)](#) **(1)** The county board may construct or improve or repair or aid in constructing or improving or repairing any highway or bridge in the county.

[83.03\(2\)](#) **(2)** If any county board determines to improve any portion of a county trunk highway with county funds, it may assess not more than 40% of the cost of the improvement but not over \$1,000 in any year against the town, village or city in which the improvement is located as a special tax. The county clerk shall certify the tax to the town, village or city clerk who shall put the same in the next tax roll, and it shall be collected and paid into the county treasury as other county taxes are levied,

collected and paid. A portion or all of such special assessment may be paid by donation.

[83.03\(3\)](#) **(3)** The county board may accept donations to the county of money or lands for highway or bridge purposes, and apply the donations in accordance with the wishes of the donor as nearly as is practicable.

[83.03\(4\)](#) **(4)** Any county may, by any lawful means, provide funds to match or supplement state or federal aid for the construction, reconstruction or improvement, under ch. [84](#), of any highway, street or bridge which it is authorized to construct, reconstruct or improve, and to pay such funds to the department or state treasury as provided in s. [84.03 \(1\) \(b\)](#).

83.03 History

History: [1977 c. 29](#) s. [1654 \(8\) \(c\)](#); [1985 a. 29](#); [1985 a. 223](#) s. [5](#).

83.03 Annotation

Sub. (2) prohibits a county from imposing upon municipalities to share the cost of county road and bridge repair; it does not release a municipality from a voluntary agreement to contribute. *Fond du Lac County v. Town of Rosendale*, [149 Wis. 2d 326, 440 N.W.2d 818](#) (Ct. App. 1989).

83.03 Annotation

A county board in a county with a county executive cannot enact an ordinance precluding the highway commissioner from determining that the county highway department will perform any of the work on any joint county highway project under ss. 83.03 and 83.035 if a contracting local municipality requests that all of the work on the project be competitively bid and let to private companies. [OAG 2-11](#).

[83.035](#) **83.035 Streets and highways, construction.** Any county board may provide by ordinance that the county may, through its highway committee or other designated county official or officials, enter into contracts with cities, villages and towns within the county borders to enable the county to construct and maintain streets and highways in such municipalities.

83.035 Annotation

Counties may charge 1% of a project cost administrative fee for work done on municipal roads. 63 Atty. Gen. 321.

83.035 Annotation

Effective January 1, 2010, with respect to any public works or public construction project whose estimated cost exceeds \$25,000, state prevailing wage rates must be paid to the employees of a local unit of government that enters into an intergovernmental agreement under this section to perform services for another local unit of government upon such a project. [OAG 5-09](#).

83.035 Annotation

Projects involving county highway contracts entered into by the county highway committee or the county highway commissioner under ss. 83.035 and 83.04 (1) are exempt from county competitive bidding requirements. [OAG 5-09](#).

83.035 Annotation

A county board in a county with a county executive cannot enact an ordinance precluding the highway commissioner from determining that the county highway department will perform any of the work on any joint county highway project under ss. 83.03 and 83.035 if a contracting local municipality requests that all of the work on the project be competitively bid and let to private companies. [OAG 2-11](#).

[83.04](#) 83.04 Highway construction by county; noncontract work; payments.

[83.04\(1\)](#) (1) All highway improvements made by the county highway committee shall be by contract, unless the committee determines that some other method would better serve the public interest. The manner of advertising for bids and the forms of bids, contracts and bonds shall be substantially those used by the department. In letting a contract the county highway committee acts for the county.

[83.04\(2\)](#) (2) If it is deemed inadvisable to let a contract for highway construction, the county highway committee may direct the county highway commissioner to proceed with the construction as noncontract work, and the commissioner may, under the supervision of the committee, employ and purchase the necessary labor and materials.

[83.04\(3\)](#) (3) During construction the work and materials shall be inspected by the county highway commissioner or by inspectors employed by the commissioner with the approval of the county highway committee. Upon the completion of any highway job by or for the county on the county aid system or for which county aid has been granted the work shall be inspected by the county highway commissioner, and if found in conformity with plans and specifications, the commissioner shall so find and notify the county highway committee and the county clerk thereof and that the improvement has been accepted.

[83.04\(4\)](#) (4) Upon contract construction final payment shall not be made until the work has been accepted as complete by the county highway commissioner. In case of noncontract work payment shall be made monthly upon verified, detailed, statements and payrolls prepared by the county highway commissioner and approved and allowed by the county highway committee, and all payments shall be made by orders on the county treasurer in the ordinary form signed by the chairperson of the county board and the county clerk, unless the county has adopted some different method of making disbursements, in which event it shall be according to such method and all orders shall be drawn upon and paid out of the

fund provided for such construction. Said statements and payrolls shall be filed with the county clerk.

[83.04\(5\)](#) (5) When final payment has been made upon any highway improvement, any funds remaining in the county treasurer's hands which were provided by any subdivision of the county for that particular improvement, shall be placed together with the county's balance available for that job to the credit of such subdivision of the county, and shall be used to increase the funds available for the next construction job in said subdivision, and any such balance in the bridge fund may be transferred to the road fund or vice versa by the town or village board with the approval of the county highway committee.

[83.04\(6\)](#) (6) No order shall be drawn on the county road or bridge fund in excess of the funds available for the particular improvement for which drawn, without the authority of the county board or the county highway committee.

83.04 History

History: [1977 c. 29](#) s. [1654 \(8\) \(c\)](#); [1983 a. 192](#) s. [303 \(2\)](#); [1985 a. 223](#) s. [5](#); [1991 a. 316](#).

83.04 Annotation

Projects involving county highway contracts entered into by the county highway committee or the county highway commissioner under ss. 83.035 and 83.04 (1) are exempt from county competitive bidding requirements. [OAG 5-09](#).

[83.05](#) **83.05 Improving streets over 18 feet wide.**

[83.05\(1\)](#) (1) When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. If it so decides, the city may determine the type of improvement, the width, and all other features of the construction, subject to the approval of the county highway committee. And said committee shall fix the amount per linear foot of the improvement to be paid by the county. The city shall then improve the street in the manner provided generally for making street improvements. The work shall be done under the supervision of the city, but subject to the inspection of the county highway commissioner.

[83.05\(2\)](#) (2) Upon the completion of the work the county's share of the cost shall be paid to the contractor as though the county had been an immediate party to the contract. Unless specifically authorized by the county, the payment by the county shall not exceed the cost of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of

benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

[83.05\(3\)](#) **(3)** The provisions of subs. [\(1\)](#) and [\(2\)](#) shall apply to villages and towns subject to the approval of the county board.

83.05 History

History: [1993 a. 246, 248.](#)

[83.06](#) **83.06 Maintenance of county aid highways.**

All streets and highways improved with county aid under this chapter shall be maintained by the towns, cities and villages in which they lie but this provision shall not diminish or otherwise affect the duty of the county with respect to any street or highway which is a portion of the county trunk highway system, nor the powers of the county conferred by s. [83.03 \(1\)](#) and [\(2\)](#) or s. [83.035](#).

[83.065](#) **83.065 County road and bridge fund; tax levy.**

The county board shall annually levy a tax of not more than 2 mills on the dollar, in addition to all other taxes, and the proceeds shall be known as the "County Road and Bridge Fund". Expenditures from said fund shall be made only for the purposes of constructing and maintaining highways and bridges under this chapter and for purchasing, operating, renting and repairing machinery, quarries and gravel pits used in such construction and maintenance.

Appendix C: Municipal Highway Expenditure Data

The following tables contain information from the Wisconsin Department of Revenue County and Municipal Revenues and Expenditures reports.

Table C1. Dane County Transportation Expenditures

Year	Dane County			Total
	Constuction	O&M	Other	
2005	\$2,058,500	\$6,050,700	\$986,500	\$7,037,200
2006	\$3,569,900	\$6,229,300	\$956,600	\$7,185,900
2007	\$865,000	\$7,718,700	\$976,200	\$8,694,900
2008	\$2,383,600	\$6,959,400	\$789,400	\$7,748,800
2009	\$2,846,600	\$7,738,900	\$419,500	\$8,158,400
2010	\$3,423,600	\$7,798,900	\$407,400	\$8,206,300
2011	\$1,888,100	\$8,703,700	\$1,149,900	\$9,853,600
2012	\$8,532,500	\$9,077,600	\$804,200	\$9,881,800
2013	\$7,618,200	\$8,746,300	\$507,200	\$9,253,500

Table C2. City of Madison Transportation Expenditures

Year	City of Madison			Total
	O&M	Constuction	Other	
2005	\$15,958,100	\$9,230,500	\$3,303,600	\$28,492,200
2006	\$16,785,700	\$11,215,400	\$2,203,900	\$30,205,000
2007	\$19,800,800	\$20,366,600	\$3,718,900	\$43,886,300
2008	\$22,123,900	\$23,154,200	\$4,945,000	\$50,223,100
2009	\$24,047,700	\$19,119,700	\$5,440,800	\$48,608,200
2010	\$24,201,600	\$17,177,500	\$4,687,900	\$46,067,000
2011	\$18,597,800	\$25,050,900	\$7,272,900	\$50,921,600
2012	\$17,767,100	\$26,463,000	\$5,793,100	\$50,023,200
2013	\$19,519,600	\$17,360,000	\$6,371,500	\$43,251,100

Table C3. Dane County Cities Less Madison Transportation Expenditures

Year	Dane Cities Total (Less Madison)			Total
	O&M	Constuction	Other	
2007	\$11,285,600	\$6,166,500	\$1,773,000	\$19,225,100
2008	\$11,332,100	\$8,190,500	\$1,878,600	\$21,401,200
2009	\$11,688,400	\$21,361,700	\$1,970,300	\$35,020,400
2010	\$9,601,500	\$11,152,100	\$2,660,700	\$23,414,300
2011	\$9,867,400	\$12,517,200	\$2,357,300	\$24,741,900
2012	\$9,621,400	\$24,029,400	\$2,644,700	\$36,295,500
2013	\$11,966,600	\$12,910,000	\$1,406,600	\$26,283,200

Table C4. Dane County Villages Transportation Expenditures

Year	Dane Villages Total			
	O&M	Constuction	Other	Total
2007	\$5,971,200	\$6,231,200	\$2,311,400	\$14,513,800
2008	\$6,334,400	\$8,410,400	\$5,599,800	\$20,344,600
2009	\$6,701,300	\$6,842,700	\$3,379,200	\$16,923,200
2010	\$7,549,000	\$10,154,200	\$3,117,800	\$20,821,000
2011	\$6,922,700	\$6,039,300	\$1,882,200	\$14,844,200
2012	\$6,836,200	\$7,745,800	\$1,784,700	\$16,366,700
2013	\$6,991,900	\$9,784,000	\$1,630,300	\$18,406,200

Table C5. Dane County Towns Transportation Expenditures

Year	Dane Towns Total			
	O&M	Constuction	Other	Total
2007	\$9,632,600	\$4,237,200	\$211,600	\$14,081,400
2008	\$10,741,200	\$4,630,500	\$193,700	\$15,565,400
2009	\$11,056,300	\$5,645,600	\$372,300	\$17,074,200
2010	\$10,432,800	\$3,694,100	\$400,900	\$14,527,800
2011	\$11,905,600	\$5,495,000	\$229,700	\$17,630,300
2012	\$10,267,400	\$4,683,000	\$371,200	\$15,321,600
2013	\$11,238,400	\$3,356,600	\$227,500	\$14,822,500

Table C6. Dane County and Municipality Transportation Expenditures

Year	All Government Totals			
	O&M	Construction	Other	Total
2007	\$54,408,900	\$37,866,500	\$8,991,100	\$101,266,500
2008	\$57,491,000	\$46,769,200	\$13,406,500	\$117,666,700
2009	\$61,232,600	\$55,816,300	\$11,582,100	\$128,631,000
2010	\$59,583,800	\$45,601,500	\$11,274,700	\$116,460,000
2011	\$55,997,200	\$50,990,500	\$12,892,000	\$119,879,700
2012	\$53,569,700	\$71,453,700	\$11,397,900	\$136,421,300
2013	\$58,462,800	\$51,028,800	\$10,143,100	\$119,634,700

Table C7. Municipality Transportation Expenditures by Year

Year	Totals by Year				
	Dane	Madison	Cities	Villages	Towns
2007	\$9,559,900	\$43,886,300	\$19,225,100	\$14,513,800	\$14,081,400
2008	\$10,132,400	\$50,223,100	\$21,401,200	\$20,344,600	\$15,565,400
2009	\$11,005,000	\$48,608,200	\$35,020,400	\$16,923,200	\$17,074,200
2010	\$11,629,900	\$46,067,000	\$23,414,300	\$20,821,000	\$14,527,800
2011	\$11,741,700	\$50,921,600	\$24,741,900	\$14,844,200	\$17,630,300
2012	\$18,414,300	\$50,023,200	\$36,295,500	\$16,366,700	\$15,321,600
2013	\$16,871,700	\$43,251,100	\$26,283,200	\$18,406,200	\$14,822,500

Table C8. City of Madison Capital Budget Expenditures, 2000-2015

City of Madison					
Year	Capital Budget Total	Streets Capital Budget Total	Streets Capital Budget Paid by G.O. Debt	Percentage of Capital Budget Used for Streets	Percentage of Streets Capital Budget Paid by G.O. Debt
2000	\$93,892,467	\$27,554,000	\$6,832,000	29.35%	24.79%
2001	\$71,667,741	\$11,906,000	\$7,044,000	16.61%	59.16%
2002	\$95,246,079	\$27,604,491	\$8,218,000	28.98%	29.77%
2003	\$109,562,138	\$33,094,000	\$10,590,000	30.21%	32.00%
2004	\$117,889,602	\$37,137,000	\$9,743,000	31.50%	26.24%
2005	\$132,424,639	\$29,791,000	\$10,642,000	22.50%	35.72%
2006	\$148,819,002	\$44,440,700	\$13,038,200	29.86%	29.34%
2007	\$167,839,818	\$45,531,000	\$24,753,000	27.13%	54.37%
2008	\$160,667,335	\$40,272,000	\$28,411,460	25.07%	70.55%
2009	\$164,836,145	\$67,964,555	\$32,283,230	41.23%	47.50%
2010	\$194,203,113	\$59,315,250	\$34,110,000	30.54%	57.51%
2011	\$249,153,890	\$66,453,000	\$37,013,500	26.67%	55.70%
2012	\$196,713,025	\$56,818,000	\$21,779,000	28.88%	38.33%
2013	\$192,142,092	\$60,196,100	\$35,994,600	31.33%	59.80%
2014	\$224,536,106	\$42,159,700	\$26,527,500	18.78%	62.92%
2015	\$264,574,027	\$47,157,360	\$35,905,360	17.82%	76.14%

Table C9. City of Madison Operating Budget Expenditures, 2000-2015

City of Madison						
Year	Operating Budget Total	Public Works Operating	Pub. Works % of Operating Budget	G.O. Debt Total (as of Jan. 1)	Streets G.O. Debt (as of Jan. 1)	Percentage of G.O. Debt Attributed to Streets
2000	\$159,267,459	\$40,579,424	25.48%	\$121,464,683	\$42,048,320	34.62%
2001	\$169,090,499	\$43,746,667	25.87%	\$127,346,535	\$43,776,445	34.38%
2002	\$174,670,848	\$45,215,040	25.89%	\$131,230,000	\$45,504,740	34.68%
2003	\$179,707,633	\$45,794,223	25.48%	\$134,765,000	\$47,072,220	34.93%
2004	\$185,775,527	\$45,611,282	24.55%	\$143,565,000	\$52,426,637	36.52%
2005	\$192,725,458	\$47,403,899	24.60%	\$180,305,000	\$56,424,554	31.29%
2006	\$203,295,005	\$49,087,064	24.15%	\$194,352,855	\$61,593,271	31.69%
2007	\$210,761,770	\$52,131,228	24.73%	\$196,475,727	\$61,065,949	31.08%
2008	\$224,448,572	\$54,291,111	24.19%	\$213,505,282	\$67,384,754	31.56%
2009	\$238,152,298	\$56,607,811	23.77%	\$239,025,485	\$79,759,816	33.37%
2010	\$239,828,661	\$54,428,995	22.69%	\$267,513,208	\$95,591,483	35.73%
2011	\$248,248,918	\$56,158,907	22.62%	\$284,235,000	\$113,961,194	40.09%

2012	\$252,805,226	\$55,570,405	21.98%	\$322,165,000	\$128,316,832	39.83%
2013	\$267,123,939	\$57,890,733	21.67%	\$341,575,000	\$125,770,818	36.82%
2014	\$275,775,570	\$61,310,845	22.23%	\$353,465,056	\$136,548,527	38.63%
2015	\$283,103,830	\$62,488,727	22.07%	\$356,444,999	\$135,465,480	38.00%

Table C10. City of Verona Transportation Expenditures

Year	City of Verona			Total
	O&M	Constuction	Other	
2005	\$2,410,600	\$2,129,300	\$270,200	\$4,810,100
2006	\$1,781,700	\$332,300	\$136,300	\$2,250,300
2007	\$2,744,400	\$188,400	\$155,200	\$3,088,000
2008	\$2,611,700	\$269,000	\$154,900	\$3,035,600
2009	\$1,107,800	\$703,500	\$304,900	\$2,116,200
2010	\$914,000	\$1,180,100	\$183,500	\$2,277,600
2011	\$1,284,300	\$1,057,000	\$208,000	\$2,549,300
2012	\$1,532,900	\$1,138,300	\$721,500	\$3,392,700
2013	\$1,111,800	\$2,362,800	\$203,700	\$3,678,300

Table C11. City of Fitchburg Transportation Expenditures

Year	City of Fitchburg			Total
	O&M	Constuction	Other	
2005	\$1,253,400	\$572,700	\$108,600	\$1,934,700
2006	\$1,223,200	\$1,115,300	\$114,800	\$2,453,300
2007	\$1,524,700	\$914,000	\$114,500	\$2,553,200
2008	\$1,598,100	\$2,637,900	\$128,300	\$4,364,300
2009	\$1,693,200	\$4,148,900	\$128,000	\$5,970,100
2010	\$1,541,600	\$2,803,900	\$159,600	\$4,505,100
2011	\$1,552,800	\$3,416,900	\$140,200	\$5,109,900
2012	\$1,543,300	\$16,629,900	\$134,600	\$18,307,800
2013	\$3,416,200	\$2,020,500	\$133,200	\$5,569,900

Table C12. City of Middleton Transportation Expenditures

Year	City of Middleton			Total
	O&M	Constuction	Other	
2005	\$1,351,700	\$27,100	\$741,000	\$2,119,800
2006	\$1,596,200	\$4,863,700	\$274,600	\$6,734,500
2007	\$2,046,500	\$1,348,000	\$555,500	\$3,950,000
2008	\$2,077,700	\$1,561,000	\$353,600	\$3,992,300
2009	\$1,933,500	\$1,523,400	\$301,600	\$3,758,500
2010	\$2,015,500	\$1,899,500	\$271,600	\$4,186,600
2011	\$2,118,700	\$1,129,100	\$322,700	\$3,570,500
2012	\$1,862,000	\$1,064,200	\$463,500	\$3,389,700
2013	\$2,406,000	\$2,682,800	\$370,700	\$5,459,500

Table C13. City of Monona Transportation Expenditures

Year	City of Monona			Total
	O&M	Constuction	Other	
2005	\$1,040,500	\$276,900	\$90,200	\$1,407,600
2006	\$883,500	\$1,701,200	\$83,300	\$2,668,000
2007	\$710,700	\$992,100	\$68,800	\$1,771,600
2008	\$762,800	\$2,027,600	\$70,400	\$2,860,800
2009	\$735,100	\$4,452,600	\$91,700	\$5,279,400
2010	\$710,600	\$2,751,600	\$71,200	\$3,533,400
2011	\$763,400	\$3,599,200	\$95,300	\$4,457,900
2012	\$749,000	\$3,100,200	\$116,800	\$3,966,000
2013	\$736,300	\$3,135,200	\$105,100	\$3,976,600

Table C14. City of Stoughton Transportation Expenditures

Year	City of Stoughton			Total
	O&M	Constuction	Other	
2005	\$1,271,900	\$363,500	\$926,700	\$2,562,100
2006	\$1,182,200	\$464,400	\$342,500	\$1,989,100
2007	\$1,332,800	\$509,800	\$407,800	\$2,250,400
2008	\$1,436,700	\$527,700	\$663,500	\$2,627,900
2009	\$1,197,000	\$722,000	\$633,500	\$2,552,500
2010	\$1,336,400	\$317,600	\$1,322,700	\$2,976,700
2011	\$1,365,000	\$914,400	\$928,400	\$3,207,800
2012	\$1,246,000	\$577,900	\$762,600	\$2,586,500
2013	\$1,132,800	\$486,800	\$202,700	\$1,822,300

Table C15. City of Sun Prairie Transportation Expenditures

Year	City of Sun Prairie			Total
	O&M	Constuction	Other	
2005	\$2,681,700	\$6,770,200	\$2,363,300	\$11,815,200
2006	\$2,469,800	\$5,663,400	\$587,400	\$8,720,600
2007	\$2,883,100	\$2,188,200	\$467,700	\$5,539,000
2008	\$2,799,700	\$1,092,500	\$504,000	\$4,396,200
2009	\$4,973,600	\$9,693,600	\$506,500	\$15,173,700
2010	\$3,083,300	\$2,199,000	\$651,800	\$5,934,100
2011	\$2,783,000	\$2,400,300	\$662,500	\$5,845,800
2012	\$2,688,100	\$1,518,700	\$445,400	\$4,652,200
2013	\$3,163,500	\$2,221,600	\$390,900	\$5,776,000

Table C16. Village of Cottage Grove Transportation Expenditures

Village of Cottage Grove				
Year	O&M	Constuction	Other	Total
2007	\$486,300	\$259,600	\$73,600	\$819,500
2008	\$508,500	\$117,200	\$115,900	\$741,600
2009	\$343,800	\$1,919,000	\$423,400	\$2,686,200
2010	\$572,100	\$406,400	\$120,300	\$1,098,800
2011	\$447,200	\$337,800	\$94,600	\$879,600
2012	\$522,800	\$1,173,700	\$93,100	\$1,789,600
2013	\$718,300	\$359,100	\$148,200	\$1,225,600

Table C17. Village of Cross Plains Transportation Expenditures

Village of Cross Plains				
Year	O&M	Constuction	Other	Total
2007	\$383,100	\$879,500	\$63,500	\$1,326,100
2008	\$442,700	\$225,700	\$67,200	\$735,600
2009	\$385,900	\$174,600	\$66,300	\$626,800
2010	\$392,000	\$220,700	\$69,700	\$682,400
2011	\$344,200	\$314,500	\$71,400	\$730,100
2012	\$341,000	\$175,600	\$73,400	\$590,000
2013	\$429,700	\$891,300	\$76,600	\$1,397,600

Table C18. Village of DeForest Transportation Expenditures

Village of DeForest				
Year	O&M	Constuction	Other	Total
2007	\$385,500	\$709,700	\$139,500	\$1,234,700
2008	\$394,600	\$720,200	\$139,100	\$1,253,900
2009	\$499,400	\$398,400	\$106,200	\$1,004,000
2010	\$424,600	\$857,700	\$372,200	\$1,654,500
2011	\$530,700	\$888,200	\$155,400	\$1,574,300
2012	\$413,800	\$2,344,500	\$259,600	\$3,017,900
2013	\$457,800	\$2,226,400	\$216,600	\$2,900,800

Table C19. Village of Mable Bluff Transportation Expenditures

Village of Maple Bluff				
Year	O&M	Constuction	Other	Total
2007	\$147,600	\$0	\$34,800	\$182,400
2008	\$181,600	\$1,300	\$75,500	\$258,400
2009	\$228,900	\$165,200	\$78,200	\$472,300
2010	\$105,700	\$2,956,900	\$427,900	\$3,490,500
2011	\$133,300	\$1,000	\$49,300	\$183,600
2012	\$248,700	\$71,700	\$52,200	\$372,600
2013	\$237,400	\$216,200	\$34,900	\$488,500

Table C20. Village of McFarland Transportation Expenditures

Village of McFarland				
Year	O&M	Constuction	Other	Total
2007	\$934,000	\$230,100	\$108,100	\$1,272,200
2008	\$791,600	\$1,541,900	\$102,400	\$2,435,900
2009	\$980,500	\$14,300	\$96,700	\$1,091,500
2010	\$1,113,800	\$21,700	\$95,500	\$1,231,000
2011	\$1,050,100	\$0	\$119,400	\$1,169,500
2012	\$984,800	\$0	\$104,900	\$1,089,700
2013	\$912,400	\$239,300	\$109,700	\$1,261,400

Table C21. Village of Oregon Transportation Expenditures

Village of Oregon				
Year	O&M	Constuction	Other	Total
2007	\$495,800	\$595,300	\$278,600	\$1,369,700
2008	\$754,000	\$1,633,400	\$3,225,700	\$5,613,100
2009	\$685,900	\$486,700	\$1,580,300	\$2,752,900
2010	\$812,800	\$520,700	\$384,000	\$1,717,500
2011	\$906,200	\$93,500	\$206,900	\$1,206,600
2012	\$458,500	\$125,500	\$222,700	\$806,700
2013	\$707,000	\$199,600	\$170,900	\$1,077,500

Table C22. Village of Shorewood Hills Transportation Expenditures

Village of Shorewood Hills				
Year	O&M	Constuction	Other	Total
2007	\$388,200	\$202,900	\$34,700	\$625,800
2008	\$194,000	\$617,400	\$22,300	\$833,700
2009	\$384,600	\$598,600	\$22,800	\$1,006,000
2010	\$275,500	\$1,011,200	\$25,200	\$1,311,900
2011	\$201,200	\$1,233,700	\$23,500	\$1,458,400
2012	\$273,000	\$1,061,200	\$26,900	\$1,361,100
2013	\$218,700	\$1,163,200	\$30,900	\$1,412,800

Table C23. Village of Waunakee Transportation Expenditures

Village of Waunakee				
Year	O&M	Constuction	Other	Total
2007	\$904,300	\$1,147,600	\$524,500	\$2,576,400
2008	\$1,016,100	\$1,551,300	\$480,200	\$3,047,600
2009	\$959,300	\$1,396,500	\$273,600	\$2,629,400
2010	\$1,764,700	\$2,420,100	\$291,800	\$4,476,600
2011	\$1,275,600	\$1,659,800	\$472,000	\$3,407,400
2012	\$977,500	\$1,471,000	\$366,500	\$2,815,000
2013	\$966,900	\$2,230,900	\$317,500	\$3,515,300

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- ⁴ Wisconsin State Statutes, <http://docs.legis.wisconsin.gov/statutes/statutes/85>, accessed August 24, 2015
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- ⁸ WisDOT 2015-2017 Proposed Budget, pages 1-3
- ⁹ Journal Sentinel, Scott Walker's Budget Borrows \$1 Billion, Mostly for Roads, <http://www.jsonline.com/news/statepolitics/fiscal-bureau-scott-walkers-budget-would-spend-682-million-a-27-hike-bb95kee-198134561.html>, accessed August 24, 2015
- ¹⁰ Municipal Finance Report Definitions: Highway Maintenance and Administration (O&M) includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings. Highway Construction includes the operating expenditures and capital outlays for constructing highways. Road Related Facilities include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- ¹¹ Wisconsin State Statutes, <http://docs.legis.wisconsin.gov/statutes/statutes/66/III/0309>, accessed August 24, 2015
- ¹² MATPB, <http://www.madisonareampo.org/about/responsibilities.cfm>, accessed August 24, 2015
- ¹³ MATPB, <http://www.madisonareampo.org/about>, accessed August 24, 2015
- ¹⁴ MATPB, http://www.madisonareampo.org/about/documents/RULESANDOPERATINGPROCEDURES_July2014.pdf, pg. 1
- ¹⁵ Ibid, pg. 7
- ¹⁶ MATPB, http://www.madisonareampo.org/planning/documents/UPWP_2015_final_web.pdf, pg. 38
- ¹⁷ Ibid, pg. 40