

TRANSPORTATION

Transportation Finance

1. *One-Time General Fund Transfer.* Provide a one-time transfer of \$565,000,000 SEG-REV in 2025-26 from the general fund to the transportation fund.
2. *Increase Vehicle Title Fee (LFB Paper #746).* Modify Alternative #A1 to increase the motor vehicle title and title transfer fees by \$50, from \$157 to \$207 effective October 1, 2025. Estimate additional revenues to the transportation fund of \$49,594,800 SEG-REV in 2025-26 and \$66,720,800 SEG-REV in 2026-27.
3. *Increase Registration Fees for Vehicles with Gross Vehicle Weight Over 6,000 Pounds (LFB Paper #746).* Modify Alternative #C3 to provide 10% increases to the existing statutory registration fee schedule for trucks with a gross weight over 6,000 pounds effective October 1, 2025. Estimate additional revenues to the transportation fund of \$11,051,600 SEG-REV in 2025-26 and \$15,265,900 SEG-REV in 2026-27.
4. *Increase Fee for Issuance or Renewal of Automobile Driver's License (LFB Paper #746).* Adopt Alternative #B1 to increase the fee for issuance or renewal of an automobile driver's license by \$8.50, from \$24 to \$32.50, effective October 1, 2025. Estimate additional revenues to the transportation fund of \$3,206,200 SEG-REV in 2025-26 and \$4,275,000 SEG-REV in 2026-27.
5. *Railroad Personal Property Tax Transfer (LFB Paper #747).* Increase the railroad personal property tax transfer from the local government fund to the transportation fund by \$2,451,200 SEG-REV annually.
6. *Reestimated Debt Service.*
 - a. *Revenue Bond Debt Service (SEG-REV).* Decrease estimated transportation fund revenue by \$7,175,400 SEG-REV in 2026-27 to reflect increases in the amount of vehicle registration fee, title fee, and other pledged revenue needed to pay debt service on transportation revenue bonds authorized for the major highway development program in the 2025-27 biennium. The bonding authorization associated with this debt service is shown in a separate item (#29).
 - b. *General Obligation Bond Debt Service (GPR).* Increase estimated general fund-supported, general obligation bond debt service by \$4,432,100 GPR in 2025-26 and \$14,640,700 GPR in 2026-27 associated with bonds authorized for the southeast Wisconsin freeway megaprojects program in the 2025-27 biennium. The bonding authorization associated with this debt service is shown in a separate item (#31).

Local Transportation Aid

7. *General Transportation Aids (LFB Paper #750)*. Adopt Alternatives #A1 and #B2c to provide the following related to the general transportation aids (GTA) program:

a. *County Aid*. Increase funding by \$2,937,400 in 2025-26 and \$6,935,500 in 2026-27 to fund a 3.0% increase each year to the calendar year general transportation aid distribution for counties, and to fully fund the 2.0% calendar year 2025 increase provided in the 2023-25 budget. The calendar year distribution for counties is currently equal to \$132,276,700. Increase the calendar year distribution for counties to \$136,245,000 for 2026, and to \$140,332,400 for 2027 and thereafter;

b. *Municipal Aid*. Increase funding by \$10,296,500 in 2025-26 and \$22,936,800 in 2026-27 to fund a 3.0% increase each year to the calendar year general transportation aid distribution for municipalities, and to fully fund the 2.0% calendar year 2025 increase provided in 2023 Act 19. The calendar year distribution for municipalities is currently equal to \$415,116,200. Increase the calendar year distribution amount for municipalities to \$434,165,700 in 2026, and to \$447,190,700 in 2027 and thereafter; and

c. *Restore Funding from 2023-25 Budget Veto*. Provide an additional \$3,298,000 SEG in 2025-26 and \$6,695,000 SEG in 2026-27 the GTA program's municipal appropriation, and increase the mileage aid rate (from its current level of \$2,734 per mile) to \$2,930 for 2026 and \$3,018 for calendar year 2027 and thereafter (this change is also reflected in the calendar year distribution amounts shown in item "b").

8. *Paratransit Aids (LFB Paper #752)*. Provide \$343,800 SEG annually to fund a 10% increase in 2025-26 and thereafter for paratransit aids.

9. *County Forest Road Aid (LFB Paper #755)*. Provide \$328,300 SEG annually from the forestry account of conservation fund, and convert the funding source for the existing county forest road aids annual SEG appropriation from the transportation fund to the forestry account of the conservation fund. This would provide an increase of \$7,700 annually in addition to base program funding of \$320,600 annually, in order to fully-fund the existing county forest road aid rate of \$351 per mile. Decrease SEG expenditures from the transportation fund by \$320,600 SEG annually.

10. *Lift Bridge Aids -- Racine Street Bridge in Menasha*. Provide \$265,900 SEG annually to the existing lift bridge aids appropriation, which provides aid payments to municipalities to assist with their costs of maintaining and operating lift bridges located on connecting highways. Allow lift bridge aids funding to be provided to the City of Menasha to reimburse costs associated with maintaining and operating associated with the City's Racine Street lift bridge.

Local Transportation Assistance

11. *Local Roads Improvement Program -- Discretionary Supplemental Grants (LFB Paper #760)*. Adopt Alternative #A2 to provide the local roads improvement program supplemental component (LRIP-S) with one-time funding of \$100,000,000 SEG in 2025-26. Specify that LRIP-S funding in 2025-26 be distributed to local units of government in the same proportion as the LRIP

discretionary grants component: 35.6% to counties, 39.0% to towns, and 25.4% to villages and cities.

12. *Local Roads Improvement Program -- DeForest Interchange (LFB Paper #761).* Modify Alternative #A1 to provide \$4,000,000 SEG in 2025-26 to LRIP-S, and specify that, notwithstanding limitations on the amount and use of aids or eligibility requirements under the LRIP-S program, the Department of Transportation (DOT) award a grant of \$4,000,000 from the LRIP-S program to the Village of DeForest for improvements to the I-39/CTH V interchange.

13. *Local Roads Improvement Program -- Washburn County Underpass.* Provide \$1,900,000 SEG in 2025-26 to the LRIP-S program for the purpose of making a one-time grant to Washburn County for construction of an underpass beneath State Highway 53 to connect the Wild Rivers State Trail to services and facilities. Specify that the grant made be notwithstanding limitations on the amount and use of aids or eligibility requirements under the LRIP-S program.

14. *Railroad Bridges in Columbia County.* Provide \$100,000 SEG in 2025-26 from the local government fund, and create an annual SEG appropriation from the local government fund for Columbia County railroad bridge repairs. Require DOT to make a one-time grant of \$100,000 to Columbia County in 2025-26, and require the County to distribute this funding to the appropriate local governments for repairs to railroad bridges at the following locations: (a) County Highway A in the Town of Courtland; (b) Inglehart Road in the Town of Scott; and (c) Sterk Road in the Town of Scott.

15. *Agricultural Roads Improvement Program (LFB Paper #762).* Provide \$150,000,000 SEG in 2025-26 to the agricultural roads improvement program (ARIP). Specify that the following current law limitations for the ARIP program would only apply to the moneys appropriated to the program in the 2023-25 fiscal biennium: (a) that DOT may not award a grant under the program after June 23, 2026; (b) that DOT may not reimburse any costs under the program after June 23, 2028; and (c) that all laws pertaining to the ARIP program would not apply after five years after the effective date of Act 13. In addition, specify that, from the moneys appropriated to ARIP in the 2025-27 fiscal biennium, DOT may not award ARIP grants after three years after the effective date of the bill, or reimburse any ARIP project costs after five years after the effective date of the bill. Further, specify that all laws pertaining to the ARIP program would not apply after five years after the effective date of the bill.

16. *Local Bridge and Culvert Improvement Program (LFB Paper #762).* Require DOT, during the 2025-27 fiscal biennium, to designate 20% of the funding appropriated to the ARIP program (\$30 million of the \$150 million in total funding that would be provided to the program) for grants for improvements to bridges and culverts identified as being in poor or worse condition under the local bridge and culvert assessment program. Require the Department to establish criteria for evaluating the suitability of grant applications. Specify that if the Department does not receive sufficient complete grant applications for local bridge and culvert improvements in the 2025-27 fiscal biennium, any moneys set aside from the ARIP program that are not used for this purpose would again be available to the program.

17. *Village of Warrens Project.* Provide \$25,000 SEG in 2025-26 and create a continuing SEG appropriation from the local government fund for a street project in the Village of Warrens.

Require DOT to award a one-time grant of \$25,000 to the Village of Warrens not later than June 30, 2027, for costs incurred by the village for improvements to Zeda Street.

18. *Harbor Assistance Program (LFB Paper #763)*. Adopt Alternative #A3 to provide \$15,000,000 SEG to the harbor assistance program in 2025-26.

19. *Harbor Assistance Program -- Menominee Harbor (LFB Paper #763)*. Modify Alternative #B1 to provide \$15,000,000 SEG in 2025-26 to the harbor assistance program and specify that, in the 2025-27 biennium, DOT shall expend not more than \$15,000,000 from the program for the Menominee harbor dredging project. Further, specify that this provision does not apply unless contributions to the project are also provided by the U.S. Army Corps of Engineers and the State of Michigan.

20. *Harbor Assistance Program -- Use of Non-State Funds for Public Ferry Systems (LFB Paper #763)*. Adopt Alternative #D1 to allow DOT to receive and use nonstate funding for assistance to Wisconsin-based publicly owned ferry systems.

21. *Harbor Assistance Program -- Port of Green Bay*. Provide \$20,000,000 SEG in 2025-26 to the harbor assistance program, and specify that DOT shall award a grant to Brown County for port development in the 2025-27 fiscal biennium. Specify that the amount of the grant shall be \$20,000,000 or the total cost of the project, whichever is less, and require that the grant be made notwithstanding the rules and requirements of the harbor assistance program.

22. *Harbor Assistance Program -- Fuel Pipeline in Milwaukee County (LFB Paper #764)*. Require that DOT award a grant of \$10,000,000 from existing funding to entities for the purpose of assisting in the construction of a fuel pipeline extension from the Mitchell International Airport to the port of Milwaukee. Specify that this requirement does not apply unless DOT is awarded any federal funding for the project, and require that the grant be made notwithstanding the eligibility criteria of the harbor assistance program. Delete the current law deadline for when the grant has to be made.

23. *Freight Rail Preservation Program -- Rail Crossing for Southern Bridge in Brown County*. Provide \$30,000,000 SEG in 2025-26 to the freight rail preservation program for a grade-separated rail crossing at the location where the south bridge connector project crosses the easternmost rail line west of the Fox River in the City of De Pere. Require DOT to commence a freight rail preservation project to construct the project in the 2025-27 biennium.

24. *Airport Improvement Program -- Lakeland Airport*. Provide \$195,500 SEG in 2025-26 to the airport improvement program, and require DOT to award a one-time grant of \$195,500 to Lakeland Airport in the Town of Arbor Vitae in Vilas County for repair and improvement of taxiways and runways, and installation of an approach lighting system. Specify that the grant be made in the 2025-27 fiscal biennium, notwithstanding state requirements on matching funds for the airport improvement program.

25. *State Infrastructure Bank Program (LFB Summary, Page 679, Item #17)*. Provide \$95,600 SEG-L in 2025-26 to the state infrastructure bank program.

State Highway Program

26. *State Highway Rehabilitation Program (LFB Paper #770)*. Adopt Alternative #A2 to provide the following to the state highway rehabilitation program: (a) increases of \$72,328,400 SEG in 2025-26 and \$260,655,300 SEG in 2026-27; and (b) decreases of \$5,293,400 FED in 2025-26 and \$5,197,200 FED in 2026-27.

27. *State Highway Rehabilitation Program -- Sound Barriers on Interstates 41 and 894 in Milwaukee County (LFB Paper #770)*. Provide one-time funding of \$9,100,000 SEG in 2025-26 to the state highway rehabilitation program, and require that DOT allocate this funding in the 2025-27 fiscal biennium for the construction of sound barriers along the following interstate corridors in Milwaukee County: (a) interstate 894 between 76th Street and 92nd Street; and (b) interstate 41, from 500 feet north of Beloit Road to West Howard Avenue. The I-894 provision would fund sound barriers on a different portion of the interstate compared to SB 45/AB 50, which would provide \$19.5 million for sound barriers between 27th Street and 76th Street.

28. *State Highway Design-Build Projects (LFB Paper #770)*. Adopt Alternative #B1 to authorize \$92,500,000 in transportation fund-supported, general obligation bonds for projects utilizing the design-build method under the state highway rehabilitation, major highway development, and southeast Wisconsin freeway megaprojects programs.

29. *Major Highway Development Program (LFB Paper #771)*. Provide the following to the major highway development program: (a) \$38,845,100 FED in 2025-26 and \$47,477,400 FED in 2026-27; (b) \$20,000,000 SEG annually; and (c) \$103,422,800 SEG-S in 2025-26 and \$101,112,400 SEG-S in 2026-27. In addition, authorize \$204,535,200 in TRBs for the program. Estimated debt service of \$7,175,400 in 2026-27 associated with the partial issuance of these bonds in the biennium is shown under an earlier item for revenue bond debt service (#6a).

30. *Major Highway Development Program -- Enumeration of the I-39/90/94 Reconstruction Project from Madison to Wisconsin Dells (LFB Paper #771)*. Adopt Alternative #A1 to enumerate the I-39/90/94 reconstruction project from Madison to Wisconsin Dells as a major highway development project. Define the project to extend approximately 67 miles in Dane, Columbia, Sauk, and Juneau Counties from USH 12/18 in Madison to USH 12/STH 16 in Wisconsin Dells, including I-39 from I-90-94 to Levee Road near the City of Portage, and including all interchanges and work on adjacent roadways necessary for completion of the project. Create an exemption for the I-39/90/94 reconstruction project from the statutory requirement that DOT may not purchase land, easements, or development rights located more than one-quarter mile of a highway associated with a state highway project.

31. *Southeast Wisconsin Freeway Megaprojects (LFB Paper #772)*. Adopt Alternative #2 to authorize \$185,171,300 in general fund-supported, general obligation bonds for the southeast Wisconsin freeway megaprojects program. Estimated debt service of \$4,432,100 GPR in 2025-26 and \$14,640,700 GPR in 2026-27 associated with the partial issuance of the recommended bonds in the biennium is shown under an earlier item for general obligation bond debt service (#6b).

32. *State Highway Maintenance -- Highway System Management and Operations (LFB Paper # 773).* Adopt Alternatives #A5 and #B4 to provide the following to DOT's highway system management and operations appropriations:

a. *Pavement Marking Activities.* A decrease in funding of \$6,175,000 FED and \$686,100 SEG annually associated with pavement marking activities.

b. *Deicing Salt.* An increase in funding of \$813,800 SEG in 2025-26 and \$2,964,200 SEG in 2026-27 to purchase deicing salt for state trunk highways.

33. *State Highway Maintenance -- Routine Maintenance (LFB Paper #774).* Provide \$11,600,000 SEG in 2025-26 and \$18,400,000 SEG in 2026-27 to DOT's routine maintenance activities appropriation.

34. *State Highway Maintenance -- I-94 Freeway Signs in Racine County.* Provide \$70,000 SEG in 2025-26 to the DOT highway system management and operations appropriation, and require the Department to erect and maintain two directional signs along eastbound and westbound I-94 at the County Highway K interchange in Racine County displaying the words "The Prairie School" and "Wind Point Lighthouse."

35. *Work Zone Safety Pilot Program.* Provide \$600,000 SEG in 2025-26, and create a continuing SEG appropriation for a work zone safety pilot program. Require DOT to establish a pilot program to test the effectiveness of enhanced highway work zone safety measures. Specify that under the program the Department shall designate not more than 10 projects on two-lane highways to participate in enhanced highway work zone safety measures and any number of additional projects to serve as control projects, and that the Department shall collect data on the effectiveness of the enhanced projects in comparison with control projects. Require DOT to prepare a report evaluating the impact of the enhanced measures on worker safety in comparison to control projects by April 30, 2027.

36. *Work Zone Safety Educational Program.* Provide one-time funding of \$60,000 SEG annually, and create a continuing SEG appropriation for a work zone safety educational program. Require DOT to award a grant to a private organization for the development of a work zone safety course that a student can complete over the internet.

37. *Department of Administration Claims Board.* Specify that any claim referred to the Department of Administration (DOA) Claims Board that relates to a contract with DOT for a transportation infrastructure improvement or to a contract with DOA or the Board of Regents of the University of Wisconsin System for a construction project contract must be heard by the Claims Board, and the Claims Board must make a final determination within six months. Specify that if the Claims Board concludes that a claim under this provision would be more properly adjudicated in a court of law or upon the failure of the Claims Board to make a final determination within six months, the claimant may commence an action against the state seeking judgment on the claim by service and by filing with the clerk of court a bond, not exceeding \$1,000, with two or more sureties, to be approved by the Attorney General, to the effect that the claimant will indemnify the state against all costs that may accrue in such action and pay to the clerk or court all costs in case the claimant fails to

obtain judgment against the state.

38. *Exemption from Local Zoning Requirements for Borrow Sites and Material Disposal Sites.* Exempt borrow sites and material disposal sites from local zoning requirements for construction site erosion control and storm water management activities. Under current law, these sites are exempt from other general local zoning statutes.

Motor Vehicles

39. *Modernization of DMV Software System (LFB Paper #775).* Adopt Alternative #2 to provide \$3,080,000 SEG annually in ongoing funding to the division of motor vehicles (DMV) general operations appropriation to fund the modernization of DMV software systems.

40. *Issuance of License Plates (LFB Paper #776).* Adopt Alternatives #A2 and #B2 to provide \$1,935,000 SEG in 2025-26 and \$2,584,500 SEG in 2026-27 to the DMV general operations appropriation to cover the ongoing costs of issuing license plates.

41. *License Plate Fees (LFB Paper #776).* Increase estimated revenues to the transportation fund by \$9,191,400 SEG-REV in 2025-26 and \$12,255,200 SEG-REV in 2026-27 from license plate issuance fees. Introduce a fee of \$6.00 per plate (\$12.00 per set of two plates) that would be charged to customers who receive a newly-issued, non-replacement license plate, which would first apply to license plates issued beginning on October 1, 2026. This provision would result in additional estimated revenue to the transportation fund of \$8,568,000 in 2025-26 and \$11,424,000 in 2026-27. Further, increase the fee for replacing license plates that are lost, destroyed, illegible, or required to be replaced under the DOT license plate replacement program from \$4.00 per plate to \$6.00 per plate. This provision would result in additional estimated revenue to the transportation fund of \$623,400 in 2025-26 and \$831,200 in 2026-27.

42. *Introduction of Special License Plates -- Blackout and Retro Plates (LFB Paper #777).* Adopt Alternative #1 to introduce two new special license plates in the state: (a) a "blackout" plate with white letters on a black background; and (b) a "retro" plate featuring black letters on a yellow background. Specify that DOT would collect a \$25 annual fee from persons registering vehicles with these plates. Provide increases in funding to the DMV general operations appropriation, and estimate additional revenues to the transportation fund, as follows: (a) \$1,695,100 SEG and \$4,215,200 SEG-REV in 2025-26, and \$3,355,300 SEG and \$11,022,700 SEG-REV in 2026-27 from issuing blackout license plates; and (b) \$165,800 SEG and \$392,100 SEG-REV in 2025-26, and \$312,100 SEG and \$1,025,400 SEG-REV in 2026-27 from issuing retro license plates.

43. *Driver Education Grants (LFB Paper #779).* Adopt Alternatives #A2 and #B2a to provide \$6,000,000 SEG annually to the driver education grants program, and create an ongoing transfer to the transportation fund of all moneys lapsed from the Office of the Commissioner of Insurance general operations appropriation, but not to exceed \$6,000,000 in a fiscal year. This would result in an increase of \$6,000,000 SEG-REV annually for the transportation fund, and a decrease of \$6,000,000 GPR-REV annually for the general fund.

44. *Program Revenue Reestimates (LFB Summary, Page 694, Item #6).* Provide increases

of \$10,367,000 PR annually for DMV all moneys received program revenue appropriations, as shown in the table below.

<u>Appropriation</u>	<u>Annual Amounts</u>		
	<u>Adjusted Base</u>	<u>Total Funding</u>	<u>Increase</u>
Convenience fees	\$118,400	\$8,650,000	\$8,531,600
Special Group License Plates			
Payments to Wisconsin Trout Unlimited	\$0	\$21,000	\$21,000
Baseball plate licensing fees	5,000	290,000	285,000
Payments resulting from the issuance of certain special plates	5,000	1,060,000	1,055,000
Payments to the Boy Scouts of America National Foundation	5,000	10,400	5,400
Payments to Whitetails Unlimited	5,000	43,000	38,000
Payments to the Wisconsin Rocky Mountain Elk Foundation	5,000	18,000	13,000
Payments to Wisconsin Organization of Nurse Executives	5,000	36,500	31,500
Basketball plate payments to the Milwaukee Bucks Foundation	5,000	20,000	15,000
Payment to Midwest Athletes Against Childhood Cancer	5,000	18,000	13,000
Payments to the Wisconsin Women's Health Foundation	0	8,500	8,500
Payments to Donate Life Wisconsin	0	300,000	300,000
Payments to Wisconsin Law Enforcement Memorial, Inc.	0	25,000	25,000
Payments to the National Law Enforcement Officers Memorial Fund	0	25,000	25,000
Annual Total	\$158,400	\$10,525,400	\$10,367,000
Biennial Total	\$316,800	\$21,050,800	\$20,734,000

State Patrol

45. *Data Storage for In-Vehicle Video Cameras (LFB Paper # 785).* Adopt Alternative #A2a to provide \$2,653,600 GPR in 2025-26 to the State Patrol GPR equipment appropriation for in-vehicle video cameras and related costs.

46. *Body-Worn Cameras (LFB Paper #785).* Adopt Alternative #B2 to provide \$3,628,200 GPR in 2025-26 to the State Patrol GPR equipment appropriation for the one-time purchase of body-worn cameras. Modify the State Patrol GPR equipment appropriation to provide, from the general fund, the amounts in the schedule for state patrol equipment.

47. *Public Protective Services Hearing Protection Program.* Provide \$2,600,000 GPR to the Joint Committee on Finance supplemental appropriation in 2025-26 for the public protective services hearing protection program, and create a continuing GPR appropriation for the program. The public protective services hearing program would be created under separate legislation, and would require DOT to provide hearing protection devices to law enforcement and fire protective agencies in the state at no charge.

Departmentwide

48. *DOT Administrative Facilities -- Capital Building Projects (LFB Paper #790).* Adopt Alternative #A1 to authorize \$9,500,000 in transportation revenue bonds, and provide a decrease in expenditure authority of \$4,500,000 SEG-S annually for capital building projects on DOT

administrative facilities.

49. *DOT Administrative Facilities -- Maintenance (LFB Paper #790).* Adopt Alternative #B2 to provide \$1,500,000 SEG in 2025-26 to DOT's departmental management and operations appropriation for maintenance of DOT facilities.

50. *Compensation Reserves.* Increase compensation reserves by \$6,182,000 in 2025-26 and \$10,426,900 in 2026-27 to fund additional estimated salary and fringe benefit costs associated with a general wage adjustment of 3.0% in 2025-26 and 2.0% in 2026-27. This would result in total compensation reserves of \$11,591,700 in 2025-26 and \$19,640,500 in 2026-27.

Change to Base:

<u>2025-26</u>	<u>2026-27</u>	<u>2025-27 Biennium</u>	
\$10,713,900	\$14,640,700	\$25,354,600	GPR
27,376,700	36,105,200	63,481,900	FED
10,367,000	10,367,000	20,734,000	PR
481,178,500	353,581,700	834,760,200	SEG (Trans.)
328,300	328,300	656,600	SEG (Conservation)
125,000	0	125,000	SEG (LGF)
95,600	0	95,600	SEG-L
98,922,800	96,612,400	195,535,200	SEG-S
247,008,500	244,698,000	491,706,500	BR
\$565,000,000	\$0	\$565,000,000	GPR Transfer
2,451,200	2,451,200	4,902,400	SEG-Transfer (LGF)
-6,000,000	-6,000,000	-12,000,000	GPR-REV
651,102,500	111,840,800	762,943,300	SEG-REV (Trans.)