

Obligation Plan

In any given federal fiscal year (October 1-September 30), the Wisconsin Department of Transportation obligates all the federal fund authority it receives.

Federal Fund Type Constraint

WisDOT has established a standard for its fiscal constraint planning that allows specific federal fund types to be over programmed as long as the program in total is constrained and there is transferability between federal fund categories. For example, SAFETEA-LU allows WisDOT to transfer funds among the core Federal-aid programs. The Wisconsin Legislature has set program funding levels below the amount of federal Congestion Mitigation Air Quality (CMAQ), Transportation Enhancement (TE) funds apportioned annually in order to shift spending to other key programs. The unspent obligation authority within these programs allows Interstate Maintenance (IM), National Highway System (NHS), Surface Transportation Program (STP), and Bridge categories to be fully programmed or even over programmed by utilizing previous year carryover balances if needed.

Other funds that are used regularly to assist in over programming of IM, NHS, and/or STP are the Minimum Guarantee/Equity Bonus (MG/EB) funds. WisDOT receives \$75-\$80 million annually and it is a Department standard to apply these funds only as needed. As shown in the Federal Aid Apportionment table, the last three years of the STIP strive to have minimal MG/EB funds programmed.

Federal law allows states to request and receive approval to construct Federal-aid projects prior to receiving apportionments or obligation authority for Federal aid funds through the use of Advance Construction (AC). WisDOT's fiscally conservative standards do not allow the Department to use Advance Construction to exceed the level of apportionments received from FHWA. In other words, AC is used as a tool to manage the timing of obligation but not to increase the number of projects undertaken.

When a project is funded with federal AC funds, WisDOT covers the federal cost share with general transportation state funds until the funds can be converted from federal AC to federal non-AC and reimbursement for costs can be submitted to the FHWA. It is the Department's policy to limit the amount of federal AC funds to its MG/EB fund balance. This ensures Wisconsin's commitments are fiscally constrained within a guaranteed federal reimbursement level.

Federal Fund Type Assessment

The Wisconsin Estimated FFY2012-2015 Federal Aid Highway Apportionments and Program Levels table lists federal apportionment balances at the end of FFY11 as well as the estimated amounts apportioned for FFY12 since there is no federal bill yet.

Over the past six years, WisDOT's total federal apportionments (including EB) rose from \$621 million in FFY06 to \$765 million in FFY11. The average for this period is 4% per year. The total federal funds available for obligation each state fiscal year is inflated beginning in FFY13 at 4% per year based on the six year average. To change the state fiscal year estimated program levels to federally mandated year of expenditure amounts, cost estimates haven inflated 2.8% per year beginning in FY12 similar to the Financial Summary table.

The total federal cost of the projects listed in the STIP may exceed the federal funds projected available in this table. Ultimately, WisDOT must constrain funding within the annual state fiscal year budget, as well as within the federal fiscal year federal aid obligation authority. Since the Department's budget is based on a finite amount of federal funds, decisions are made on a project-by-project basis to determine whether satisfactory federal fund apportionment and authority are available.

Federal Fund Type	Unobligated Balance from Previous Years	Total Federal Funds Available SFY2012	FFY2012 Estimated Appointments	SFY2012 Estimated Program Levels	FFY2013 Estimated Appointments	SFY2013 Estimated Program Levels	FFY2014 Estimated Appointments	SFY2014 Estimated Program Levels	FFY2015 Estimated Appointments	SFY2015 Estimated Program Levels	Total FFY2012-2015 Estimated Appointments	Total SFY2012-2015 Estimated Program Levels
AppORTioned Funds												
Interstate Maintenance	\$ 23,135,703	\$ 140,736,319	\$ 117,600,616	\$ 76,203,305	\$ 122,304,641	\$ 213,505,560	\$ 127,195,827	\$ 136,520,719	\$ 132,284,700	\$ 147,291,428	\$ 522,532,486	\$ 573,521,012
National Highway System	\$ 11,981,096	\$ 212,445,142	\$ 200,464,046	\$ 100,201,241	\$ 208,482,608	\$ 183,454,435	\$ 216,821,912	\$ 275,828,429	\$ 225,494,788	\$ 229,001,853	\$ 863,244,451	\$ 788,485,957
Surface Transportation Progr	\$ 67,599,015	\$ 259,472,371	\$ 191,873,356	\$ 138,801,070	\$ 199,548,290	\$ 324,064,767	\$ 207,530,222	\$ 283,071,009	\$ 215,831,431	\$ 222,543,100	\$ 882,382,314	\$ 968,479,946
Bridge Replacement/ Rehabilitation	\$ 20,195,465	\$ 47,985,215	\$ 27,789,750	\$ 22,407,513	\$ 28,901,340	\$ 29,275,437	\$ 30,057,394	\$ 32,637,955	\$ 31,259,690	\$ 21,243,659	\$ 138,203,638	\$ 104,564,564
Congestion Mitigation Air Quality	\$ 1,270,336	\$ 39,612,510	\$ 26,905,174	\$ 32,207,705	\$ 27,981,381	\$ 16,859,673	\$ 29,100,636	\$ 14,287,665	\$ 30,264,661	\$ 199,893	\$ 126,959,189	\$ 63,554,936
Safety	\$ 93,590,330	\$ 130,591,614	\$ 37,001,284	\$ 16,497,120	\$ 38,481,335	\$ 43,160,712	\$ 40,020,588	\$ 18,278,260	\$ 41,621,412	\$ 4,502,435	\$ 250,714,949	\$ 82,438,527
Safe Routes to School	\$ 6,478,089	\$ 9,346,351	\$ 2,866,262	\$ 4,368,344	\$ 2,982,992	\$ 3,721,168	\$ 3,102,312	\$ -	\$ 3,226,404	\$ -	\$ 18,658,060	\$ 8,089,512
Subtotal - AppORTioned Funds	\$ 235,687,035	\$ 840,189,523	\$ 604,502,488	\$ 390,686,299	\$ 628,682,588	\$ 813,041,753	\$ 653,829,891	\$ 760,624,037	\$ 679,983,087	\$ 624,782,368	\$ 2,802,685,087	\$ 2,589,134,456
Minimum Guarantee/ Equity Bonus	\$ 206,088,369	\$ 283,106,627	\$ 77,018,258	\$ 11,342,167	\$ 80,098,988	\$ 4,773,757	\$ 83,302,948	\$ 5,381,772	\$ 86,635,066	\$ -	\$ 533,143,629	\$ 21,497,696
Total - AppORTioned Funds and Equity Bonus	\$ 441,775,404	\$ 1,123,296,150	\$ 681,520,746	\$ 402,028,465	\$ 708,781,576	\$ 817,815,510	\$ 737,132,838	\$ 766,005,809	\$ 766,618,153	\$ 624,782,368	\$ 3,335,828,716	\$ 2,610,632,152
Allocated Funds												
High Priority Projects	\$ 73,543,848	\$ 73,543,848	\$ -	\$ 40,119,664	\$ -	\$ 15,206,321	\$ -	\$ 1,672,854	\$ -	\$ 8,932,933	\$ 73,543,848	\$ 65,931,773
Forest Hwy/Public Lands	\$ 620,962	\$ 620,962	\$ -	\$ 2,591,788	\$ -	\$ 5,011,492	\$ -	\$ -	\$ -	\$ -	\$ 620,962	\$ 7,603,280
National Recreational Trails	\$ 6,447,545	\$ 7,459,402	\$ 1,011,857	\$ -	\$ 1,011,857	\$ -	\$ 1,011,857	\$ -	\$ 1,011,857	\$ -	\$ 10,494,973	\$ -
ARRA(1)	\$ 2,266,410	\$ 2,266,410	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,266,410	\$ -
Other Allocated (2)	\$ 42,420,138	\$ 52,896,067	\$ -	\$ 15,696,293	\$ -	\$ 17,623,640	\$ -	\$ 2,051,818	\$ -	\$ 7,725,950	\$ 42,420,138	\$ 43,097,700
Total - Allocated Funds	\$ 125,298,902	\$ 136,786,688	\$ 1,011,857	\$ 58,407,745	\$ 1,011,857	\$ 37,841,453	\$ 1,011,857	\$ 3,724,672	\$ 1,011,857	\$ 16,658,883	\$ 129,346,330	\$ 116,632,753

Financial Data pulled from FIMS current as of 1.4.2012

#Each FFY's Estimated Appointments were inflated by 4%, except FFY2012

*Each SFY's Estimated Program Levels were inflated by 2.8%, except SFY2012

(1) Includes ARRA Hwy Sur Tms & Tech Training Funding

(2) Includes Section 112, Section 115, Section 117, PRNS, Highway Priority, Surface Transportation S129, NTPP, Emergency Relief, Highway-Use Tax Evasion Project, Highways for Life Pilot Program and Misc. Demo funds