

To: Joint Committee on Finance
From: Bob Lang, Director
Legislative Fiscal Bureau

ISSUE

Title Transfer Fee (DOT -- Transportation Finance)

CURRENT LAW

A \$12.50 per vehicle title transfer fee is imposed on vehicles being registered in the state for the first time or being transferred to a new owner. From each amount paid, \$5 is retained by the transportation fund and \$7.50 is paid to the environmental fund and used by DNR to fund financial assistance to implement practices and install structures that abate nonpoint sources of water pollution and by DATCP for the soil and water resources management program.

GOVERNOR

No provision.

DISCUSSION POINTS

1. There are over one million sales transactions involving motor vehicles each year in Wisconsin. The state's current fee of \$12.50 is modest relative to the cost of a vehicle. To the extent that buyers finance their purchases, the cost of the fee could be included in the amount financed, so payment of the fee could be spread over a number of years.
2. Revenue from the fee is likely to be volatile due to fluctuations in the economy.
3. As of 1996, the following 15 states imposed title fees at rates higher than Wisconsin.

<u>Rate</u>	<u>States</u>
\$13	Illinois and Texas
15	Alabama, Delaware, Maryland, New Mexico and Pennsylvania
18	Georgia
20	Nevada and New Jersey
24	Louisiana
25	Rhode Island
31.25	Florida
35 new	
10 transfer	North Carolina
50	Massachusetts

4. Based on a September 1, 1997, effective date, the following table reports the additional revenues that could be generated under four different levels of increase.

<u>Increase in Fee</u>	<u>1997-98</u>	<u>1998-99</u>	<u>Biennium</u>
\$1.00	\$1,142,000	\$1,370,000	\$2,512,000
5.00	5,708,000	6,850,000	12,558,000
7.50	8,563,000	10,275,000	18,838,000
10.00	11,417,000	13,700,000	25,117,000

5. The Transportation Finance Study Committee, consisting of four legislators, three public members and the Secretary of DOT, was created by 1995 Act 113 to make recommendations regarding appropriate transportation funding sources. One of the Committee's recommendations was to enact legislation to phase-out other agency program funding for nontransportation programs currently being financed from the transportation fund.

6. Although not specifically identified by the Committee, the use of a titling fee to fund pollution abatement activities represents another diversion of a revenue source that is typically used for transportation programs. If the Committee adopts a policy of reducing the number of these diversions, consideration could be given to shifting the current \$7.50 titling fee from the environmental fund to the transportation fund and using general fund revenues to fund the activities currently financed by the \$7.50 fee.

7. As an alternative to shifting the entire \$7.50 fee at one time, the conversion could be accomplished over a period of time.

ALTERNATIVES TO BASE

A. Titling Fee Increases

1. Increase the title transfer fee by \$1, effective September 1, 1997, and specify that the increase be deposited in the transportation fund. Estimate increased transportation fund revenue at \$1,142,000 in 1997-98 and \$1,370,000 in 1998-99 to reflect this change.

<u>Alternative A1</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$2,512,000
[Change to Bill	\$2,512,000]

2. Increase the title transfer fee by \$5, effective September 1, 1997, and specify that the increase be deposited in the transportation fund. Estimate increased transportation fund revenue at \$5,708,000 in 1997-98 and \$6,850,000 in 1998-99 to reflect this change.

<u>Alternative A2</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$12,558,000
[Change to Bill	\$12,558,000]

3. Increase the title transfer fee by \$7.50, effective September 1, 1997, and specify that the increase be deposited in the transportation fund. Estimate increased transportation fund revenue at \$8,563,000 in 1997-98 and \$10,275,000 in 1998-99 to reflect this change.

<u>Alternative A3</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$18,838,000
[Change to Bill	\$18,838,000]

4. Increase the title transfer fee by \$10, effective September 1, 1997, and specify that the increase be deposited in the transportation fund. Estimate increased transportation fund revenue at \$11,417,000 in 1997-98 and \$13,700,000 in 1998-99 to reflect this change.

<u>Alternative A4</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$25,117,000
[Change to Bill	\$25,117,000]

5. Take no action.

B. Transfer Nonpoint Title Fee to Transportation Fund

1. Specify that revenues generated by the \$7.50 title fee that are currently deposited in the environmental fund would be deposited in the transportation fund, effective July 1, 1997. Create a GPR, sum sufficient appropriation to transfer an amount from the general fund to the environmental fund equal to the amount deposited in the transportation fund that is attributable to the \$7.50 title fee. Estimate the transfer at \$10,275,000 GPR annually to reflect the estimated collections from the \$7.50 title fee.

<u>Alternative B1</u>	<u>GPR</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 REVENUE (Change to Base)	\$0	\$20,550,000	\$20,550,000
<i>[Change to Bill]</i>	\$0	\$20,550,000	\$20,550,000
1997-99 FUNDING (Change to Base)	\$20,550,000	\$0	\$20,550,000
<i>[Change to Bill]</i>	\$20,550,000	\$0	\$20,550,000

2. Specify that revenues generated by the \$7.50 title fee that are currently deposited in the environmental fund would be deposited in the transportation fund, based on the following schedule: (a) \$2.50 of the total, effective July 1, 1997; (b) \$5.00 of the total, effective July 1, 1998; and (c) the entire amount, effective July 1, 1999. Create a GPR, sum sufficient appropriation to transfer an amount from the general fund to the environmental fund equal to the amount deposited in the transportation fund that is attributable to all or a portion of the \$7.50 title fee. Estimate the transfer at \$3,425,000 GPR in 1997-98 and \$6,850,000 GPR in 1998-99 to reflect the estimated collections from the \$7.50 title fee that would be deposited in the transportation fund each year.

<u>Alternative B2</u>	<u>GPR</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 REVENUE (Change to Base)	\$0	\$10,275,000	\$10,275,000
<i>[Change to Bill]</i>	\$0	\$10,275,000	\$10,275,000
1997-99 FUNDING (Change to Base)	\$10,275,000	\$0	\$10,275,000
<i>[Change to Bill]</i>	\$10,275,000	\$0	\$10,275,000

3. Take no action.

Prepared by: Rick Olin

MO# _____

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE _____ NO _____ ABS _____

To: Joint Committee on Finance

From: Bob Lang, Director
Legislative Fiscal Bureau

ISSUE

Motor Vehicle Fuel and Alternate Fuel Tax -- Tax on Diesel Fuel (DOT -- Transportation Finance)

CURRENT LAW

Wisconsin's tax on diesel fuel is an excise tax levied at 23.8 cents per gallon. The three cent per gallon petroleum inspection fee is also imposed on diesel fuel.

GOVERNOR

No provision.

DISCUSSION POINTS

1. Diesel fuel comprises approximately 21% of the fuel taxed under Wisconsin's motor fuel tax. Rhode Island imposes the highest tax on diesel fuel at 28.0 cents per gallon. Wisconsin's rate of 23.8 cents per gallon ranks eighth highest among the states. Wisconsin ranks seventh highest if all taxes and fees are included.

2. Diesel fuel is taxed at the same rate as other motor fuel in Wisconsin. However, 12 states tax diesel fuel at a higher rate than gasoline. The rationale generally given for a higher rate is that commercial trucks are the predominant users of diesel fuel and these vehicles cause greater damage to roadways than automobiles.

3. Owners of commercial trucks maintain that heavy trucks consume more fuel due to the lower fuel efficiency of their vehicles and therefore pay more taxes. As a result, they argue they pay taxes at a level proportionate to the costs they impose. Also, commercial trucks are subject to a registration fee schedule based on weight, which imposes higher registration fees than fees imposed on automobiles. Finally, not all users of diesel fuel are heavy trucks.

4. The international fuel tax agreement (IFTA) provides a standardized motor fuel tax reporting and collection procedure for interstate motor carriers. Under IFTA, a carrier operating in two or more states must apply for an annual fuel tax license from one of the states, and that state becomes the carrier's base state. To pay motor fuel taxes, carriers submit quarterly returns to their base state reporting all miles traveled, fuel purchased and fuel tax paid "at the pump." Also, the return shows fuel taxes owed to each state and any refunds owed the carrier. Each state's taxes are calculated on the basis of the number of miles traveled in the state and the carrier's fuel efficiency. The carrier pays any net amount due when the report is filed. If the carrier owes taxes to other states, the base state makes that payment for the carrier. If other states owe the carrier refunds, the base state refunds any overpayments and then collects the refunds from the other states.

5. Under the IFTA procedures, interstate motor carriers would not be able to avoid the tax increase, except by driving around Wisconsin. However, intrastate carriers operating in communities near the Iowa and Minnesota borders could avoid the tax increase by crossing the border to purchase fuel. Wisconsin has reciprocal agreements with Iowa and Minnesota allowing carriers to operate within 30 miles of each state's borders without filing IFTA reports. Concerns about the impact in border areas were cited by the Transportation Finance Study Committee as a reason for not including a differential tax rate on diesel fuel in its recommendations.

6. Among the states that impose higher taxes on diesel fuel, the rate differential typically ranges from one to three cents per gallon. A differential tax rate on diesel fuel would be easily administered, but the increase could not become effective until after the budget becomes law. The following table reports the estimated revenue generated under four levels of diesel tax rate increases, based on a September 1, 1997, effective date.

**Estimated Revenue Increases
(In Millions)**

<u>Rate Increase in Cents per Gallon</u>	<u>1997-98</u>	<u>1998-99</u>	<u>Biennium</u>
0.5	\$2.59	\$3.25	\$5.84
1.0	5.19	6.50	11.69
2.0	10.37	13.00	23.37
3.0	15.55	19.51	35.06

ALTERNATIVES TO BASE

1. Establish a differential tax rate on diesel fuel that is 0.5¢ per gallon higher than the tax rate for gasoline, effective September 1, 1997. Estimate increased transportation fund revenue at \$2,590,000 in 1997-98 and \$3,250,000 in 1998-99 to reflect this change.

<u>Alternative 1</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$5,840,000
[Change to Bill	\$5,840,000]

2. Establish a differential tax rate on diesel fuel that is 1¢ per gallon higher than the tax rate for gasoline, effective September 1, 1997. Estimate increased transportation fund revenue at \$5,190,000 in 1997-98 and \$6,500,000 in 1998-99 to reflect this change.

<u>Alternative 2</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$11,690,000
[Change to Bill	\$11,690,000]

3. Establish a differential tax rate on diesel fuel that is 2¢ per gallon higher than the tax rate for gasoline, effective September 1, 1997. Estimate increased transportation fund revenue at \$10,370,000 in 1997-98 and \$13,000,000 in 1998-99 to reflect this change.

<u>Alternative 3</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$23,370,000
[Change to Bill	\$23,370,000]

4. Establish a differential tax rate on diesel fuel that is 3¢ per gallon higher than the tax rate for gasoline, effective September 1, 1997. Estimate increased transportation fund revenue at \$15,550,000 in 1997-98 and \$19,510,000 in 1998-99 to reflect this change.

<u>Alternative 4</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$35,060,000
[Change to Bill	\$35,060,000]

5. Take no action.

Prepared by: Rick Olin

MO# _____

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A

JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE _____ NO _____ ABS _____

To: Joint Committee on Finance

From: Bob Lang, Director
Legislative Fiscal Bureau

ISSUE

Motor Vehicle Fuel Tax Exemptions for Off-Highway Uses (DOT -- Transportation Finance)

CURRENT LAW

Motor vehicle fuel, whether gasoline or clear diesel fuel, is taxed when it is withdrawn from a terminal, and the tax is "passed on" through all subsequent transactions until paid by the final consumer. When individuals use motor fuel for an exempt purpose, tax refunds may be claimed either by those individuals or by the vendor making the sale. The state's motor fuel tax is not imposed on diesel fuel when an indelible dye has been added to the fuel, but that fuel must be used for a tax-exempt purpose. Exempt uses include: (a) use for off-highway purposes; (b) exporting the fuel out of state; (c) use by the United States government or one of its agencies; (d) use as home heating oil; (e) use in trains; (f) use by mass transit common carriers; and (g) use in aircraft as general aviation fuel.

GOVERNOR

No provision.

DISCUSSION POINTS

1. Agricultural uses comprise the largest category of off-highway uses, although the exemption also is claimed by waste management companies, ready mix companies and truckers, all of which use diesel fuel to power equipment on their vehicles. That fuel is exempt because it is not used to power a vehicle over the road.

2. When enacted, the exemption for dyed diesel fuel was intended to apply primarily to off-highway users of fuel. However, the exemption for clear diesel was extended to these uses due to the concern that consumers may not be able to obtain dyed diesel fuel in all areas of the state. Petroleum suppliers indicate that dyed diesel fuel now is readily available throughout the state.

3. DOR auditors report that most off-highway fuel users are purchasing clear diesel fuel instead of dyed diesel fuel. These users have both on-highway and off-highway equipment, but may have only one fuel storage tank at their facility. DOR believes that tax-exempt clear diesel fuel stored at some of these facilities is used for both taxable and exempt uses. However, it is difficult to demonstrate when the fuel is being illegally used, because exempt clear diesel fuel has the same appearance as taxable clear diesel fuel.

4. The Motor Fuel Tax Advisory Group, which consists of representatives from the petroleum industry and advises DOR on technical fuel tax issues, has recommended that vendor sales of exempt fuel for off-highway uses be limited to dyed diesel fuel. Individuals engaged in off-highway fuel uses would continue to be able to obtain a fuel tax exemption. However, those individuals would be required to file a claim for a tax refund with DOR, rather than assign their claim to a vendor. Minnesota implemented an identical procedure in 1996, and DOR reports that Iowa, Montana, Nebraska and South Dakota utilize a similar procedure.

5. DOR has estimated that 12 million gallons of diesel fuel that is now exempt would become taxable. Based on current and projected tax rates and assuming this change would first apply to purchases made on September 1, 1997, this change would increase estimated motor vehicle fuel tax collections by \$2,386,000 in 1997-98 and \$2,886,000 in 1998-99.

ALTERNATIVES TO BASE

1. Limit vendor sales of exempt motor fuel for off-highway uses to dyed diesel fuel, effective September 1, 1997. Estimate increased transportation fund revenue at \$2,386,000 in 1997-98 and \$2,886,000 in 1998-99 to reflect this change.

<u>Alternative 1</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$5,272,000
[Change to Bill	\$5,272,000]

2. Take no action.

Prepared by: Rick Olin

MO# _____

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE _____ NO _____ ABS _____

To: Joint Committee on Finance

From: Bob Lang, Director
Legislative Fiscal Bureau

ISSUE

General Transportation and Connecting Highway Aid -- Monthly Payments (DOT -- Transportation Finance)

CURRENT LAW

General transportation and connecting highway aid payments are made on a quarterly basis on the first Monday of January, April, July and October.

GOVERNOR

No provision.

DISCUSSION POINTS

1. Switching to a monthly payment schedule for general transportation and connecting highway aid would increase interest earnings to the transportation fund. If this change were made for calendar year 1998 payments, interest earnings would increase by an estimated \$711,000 in 1997-98 and \$1,388,000 in 1998-99.
2. Delaying these aid payments may have an adverse impact on local government cash flow, increasing local borrowing costs or decreasing local interest earnings.
3. The cash balance in the transportation fund reaches its lowest point in October, due to the October aid payment and payments to contractors at the end of the construction season. A monthly payment schedule would reduce the October aid payment by two-thirds, shifting this amount into payments in November and December when the cash balance is higher.

4. Changing the state aid payment schedule would delay the receipt of transportation aid by local governments by an average of one month (one-third of the total would be received at the same time, one-third would be delayed one month and one-third would be delayed two months).

5. Should the state or local governments receive the benefit of interest earnings (or reduced borrowing costs) due to the timing of aid payments within each calendar year?

ALTERNATIVES TO BASE

1. Establish a monthly payment schedule for general transportation and connecting highway aid payments, effective with 1998 payments, and increase estimated transportation fund interest earnings by \$711,000 in 1997-98 and \$1,388,000 in 1998-99.

<u>Alternative 1</u>	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$2,099,000
[Change to Bill	\$2,099,000]

2. Take no action.

Prepared by: Rick Olin

MO# _____			
BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE _____ NO _____ ABS _____

To: Joint Committee on Finance
From: Bob Lang, Director
Legislative Fiscal Bureau

ISSUE

Transportation Fund Appropriations to Other Agencies (DOT -- Transportation Finance)

CURRENT LAW

There are 27 appropriations from the transportation fund that provide funding to agencies or programs outside of the Department of Transportation. In 1996-97, a total of \$29,440,000 SEG was budgeted for these appropriations.

GOVERNOR

Provide \$29,765,000 SEG in 1997-98 and \$30,397,300 SEG in 1998-99 for other agency appropriations from the transportation fund.

DISCUSSION POINTS

1. Since the budget was submitted, reestimates of the sum sufficient appropriations for terminal tax payments and transfers to the conservation fund for motor fuel taxes paid for motorboat, snowmobile and all-terrain vehicle use have lowered total other agency appropriations by \$342,400 in 1997-98 and \$456,800 in 1998-99. Actions taken by the Committee on the budget of the Department of Military Affairs lowered total other agency appropriations by an additional \$152,000 in 1997-98 and \$205,300 in 1998-99.

2. Most motor fuel used for nonhighway purposes is exempt from the motor fuel tax. However, some motor fuel tax revenue generated from nonhighway uses is taxable, and the

resulting revenue is transferred to other agencies to fund programs associated with the nonhighway activities.

a. **Transfer to the Conservation Fund -- Motor Boat Formula.** Transportation fund revenues are transferred to the conservation fund for recreational boating facilities aids, lake and river management, lake management and planning grants, the dam inspection and safety program and Wisconsin Conservation Corps projects. A statutory formula is used to generate an "estimated motor boat gas tax payment," which is taken from the transportation fund and deposited in the conservation fund.

b. **Transfer to the Conservation Fund -- Snowmobile Formula.** Transportation fund revenues are transferred to the conservation fund to develop and maintain a statewide system of snowmobile trails and to administer and enforce snowmobile laws. A statutory formula is used to generate an "estimated snowmobile gas tax payment," which is taken from the transportation fund and deposited in the conservation fund.

c. **Transfer to the Conservation Fund -- All Terrain Vehicle Formula.** Transportation fund revenues are transferred to the conservation fund for maintenance and development of state-owned all terrain vehicle (ATV) trails and for aids distributed to local governments for local ATV projects. A statutory formula is used to generate an "estimated ATV gas tax payment," which is taken from the transportation fund and deposited in the conservation fund.

3. Some transportation fund revenues are collected by other agencies. The transportation fund reimburses those agencies for their administrative costs.

a. **Motor Fuel Tax Administration.** Transportation fund revenues are allocated to the Department of Revenue for the costs of administering and collecting the state's motor fuel taxes.

b. **Railroad and Air Carrier Tax Administration.** The Department of Revenue administers the state ad valorem taxes on railroads and air carriers.

4. Some transportation fund revenues are generated from sources other than the motor fuel tax. Some of those revenues are expended outside DOT on programs related to how they were generated. Although programs related to hazardous materials are included in this category, revenues from transporters never approached the appropriations and must now be refunded due to a court ruling that the fees are unconstitutional.

a. **Terminal Tax Distribution.** Transportation fund revenues refund the equivalent of railroad taxes on rail terminal property located in each municipality to the municipality after certification by the Department of Revenue.

b. Regional Emergency Response Teams. Transportation fund revenues are used by the Department of Military Affairs to contract with eight regional emergency response teams in the state.

c. Hazardous Substance Emergency Response Administration. The Department of Military Affairs uses transportation fund revenues for the costs incurred by the state emergency response board related to the administration of the hazardous substance emergency response program.

d. Emergency Response Equipment. Transportation fund revenues are provided to the Department of Military Affairs to award grants to county-level emergency response teams, based on emergency response strategic plans, for equipment costs.

e. Emergency Response Training. Transportation fund revenues are provided to the Department of Military Affairs for hazardous materials emergency response training. The environmental fund also contributes to this program.

f. Civil Air Patrol Aids. Transportation fund revenues are used by the Department of Military Affairs to provide aids for eligible expenses related to aircraft use.

5. Some transportation-related programs are administered by agencies other than DOT. Transportation fund revenues are appropriated to fund those activities.

a. Motor Vehicle Emissions Inspection and Maintenance Program. Transportation fund revenues are used by the Department of Natural Resources, in compliance with the Clean Air Act, to administer DNR administrative rules related to the program to test vehicle emissions in nonattainment areas (the testing program is funded under DOT's budget).

b. State Park and Forest Roads. Transportation fund revenues are allocated to the Department of Natural Resources for the maintenance and upkeep of roads within state parks and forests, along with roads within the Lower Wisconsin State Riverway.

c. Automobile Repair Regulation. Transportation funds are used by the Bureau of Consumer Protection in the Department of Agriculture, Trade and Consumer Protection to administer the consumer protection standards for auto repair businesses in the state.

d. Driver's Education Training Courses. Transportation fund revenues are provided to the University of Wisconsin System for courses that train driver education instructors.

e. Driver's Education -- School Districts. Each school district in the state that provides a driver's education program receives \$100 per student from the transportation fund to help offset the cost of the program.

f. **Driver's Education -- Technical College Districts.** Each technical college district in the state that provides a driver's education program receives \$100 per student in transportation fund revenues to help offset the cost of the program.

g. **Chauffeur Training Grants.** Transportation fund revenues are provided for grants to technical college districts for the development of advanced training facilities, acquisition of instructional equipment, operational costs of maintaining facilities and the costs of individual training programs related to truck drivers.

h. **Division of Hearings and Appeals.** Since 1994, transportation fund dollars have defrayed the general operating costs of the Hearings and Appeals Division in the Department of Administration. This contribution helps to cover the workload of the Division brought on by transportation-related appeals.

i. **Employment Transit Assistance (Job-Ride).** The job-ride program, administered by the Department of Workforce Development, provides transportation for workers and persons seeking jobs in areas where fixed-route mass transit systems fail to provide adequate service. Transportation fund revenues provide assistance to service providers meeting certain criteria.

6. The transportation system imposes costs on other agencies. The transportation fund provides revenues to recognize some of these costs and to assist in program administration.

a. **Car-Killed Deer Program.** Transportation fund revenues cover 50% of the costs for the removal and disposal of dead deer from the state's highways under a Department of Natural Resources program.

b. **Emergency Medical Technician (EMT) Basic Training.** Transportation fund revenues are provided to technical college districts to support training for persons receiving or renewing their EMT basic licenses and to administer the EMT examination.

e. **Emergency Medical Services (EMS) General Program Operations.** Transportation fund revenues are used for general operations of the Department of Health and Family Services' EMS program.

f. **Emergency Medical Services (EMS) Direct Aids.** Transportation fund revenues are distributed by the Department of Health and Family Services as aids to pay the costs for emergency medical technician basic training, vehicles, equipment and supplies of local governments and EMS providers.

g. **Computers (TIME System).** Transportation fund revenues are used by the Department of Justice to lease computers for the transaction information for the management of enforcement (TIME) system. This system provides state patrol officers access to criminal history

records, wanted and missing person information and stolen vehicle information in conjunction with their law enforcement activities.

7. Other agencies provide services that may benefit users of the transportation system. Transportation fund appropriations help to finance these services.

a. **Corps Enrollee Compensation and Support.** Transportation fund revenues are used for payment of Wisconsin Conservation Corps (WCC) enrollee compensation and other costs (salaries, benefits, incentive pay and vouchers) not covered by private sponsors.

b. **Historical Markers.** Transportation fund revenues are provided for the state Historical Society's staffing of the Historical Markers Council and administration of the historical markers program.

8. The Transportation Finance Study Committee, consisting of four legislators, three public members and the Secretary of DOT, was created by 1995 Act 113 to make recommendations regarding appropriate transportation funding sources. One of the Committee's recommendations was to enact legislation to phase out other agency program funding for nontransportation programs currently financed by the transportation fund. The Committee's report pointed out that, in total, these appropriations require a funding level that roughly equates to a one cent per gallon motor fuel tax rate.

9. A decision to fund some or all of these appropriations from the general fund, rather than the transportation fund, may depend on the relative scarcity of uncommitted resources in each fund.

10. Since the other agency appropriations are severable from one another, the level of general fund replacement could be established at any of a number of levels.

ALTERNATIVES TO BASE

1. Convert some or all of the following appropriations from SEG to GPR funding. The amounts shown for each appropriation reflect the previous actions of the Committee and sum sufficient reestimates.

SEG Funding Level

	<u>1997-98</u>	<u>1998-99</u>
a. Motor Boat Formula Transfer to the Conservation Fund	\$8,828,800	\$9,045,100
b. Snowmobile Formula Transfer to the Conservation Fund	3,368,200	3,556,900
c. ATV Formula Transfer to the Conservation Fund	474,700	532,500
d. Motor Fuel Tax Administration	1,034,400	1,027,200
e. Rail & Air Carrier Tax Administration	76,100	173,700
f. Terminal Tax Distribution	914,100	855,500
g. Regional Emergency Response Teams	1,400,000	1,346,700
h. Emergency Response Administration	79,600	79,600
i. Emergency Response Equipment	568,000	568,000
j. Emergency Response Training	75,500	75,500
k. Civil Air Patrol Aids	19,000	19,000
l. Emissions Inspection & Maintenance Program	60,100	60,100
m. State Park and Forest Roads	1,900,000	1,900,000
n. Automobile Repair Regulation	360,100	361,900
o. Driver's Education Training Courses	61,000	61,000
p. Driver's Education -- School Districts	4,498,400	4,493,700
q. Driver's Education -- Technical Colleges	322,000	322,000
r. Chauffeur Training Grants	200,000	200,000
s. Division of Hearings and Appeals	143,200	143,200
t. Employment Transit Assistance	579,100	579,100
u. Car-Killed Deer Program	233,500	260,000
v. EMT Basic Training	179,900	179,900
w. EMS General Program Operations	362,900	362,600
x. EMS Direct Aids	2,200,000	2,200,000
y. Computers for TIME System	1,048,500	1,048,500
z. WCC General Enrollee Operations	281,100	281,100
aa. Historical Markers	<u>2,400</u>	<u>2,400</u>

TOTAL	MO# _____	\$29,270,600	\$29,735,200
-------	-----------	--------------	--------------

2. Take no action.	BURKE	Y	N	A
	DECKER	Y	N	A
	GEORGE	Y	N	A
	JAUCH	Y	N	A
	WINEKE	Y	N	A
	SHIBILSKI	Y	N	A
	COWLES	Y	N	A
	PANZER	Y	N	A

Prepared by: Fred Ammerman	JENSEN	Y	N	A
	OURADA	Y	N	A
	HARSDORF	Y	N	A
	ALBERS	Y	N	A
	GARD	Y	N	A
	KAUFERT	Y	N	A
	LINTON	Y	N	A
	COGGS	Y	N	A

AYE _____ NO _____ ABS _____

TRANSPORTATION

Increase the Motor Vehicle Fuel Tax Rate by Three Cents Per Gallon

Increase the motor vehicle fuel tax rate by three cents per gallon, effective September 1, 1997. Estimate increased transportation fund revenue at \$74,410,000 in 1997-98 and \$91,810,000 in 1998-99.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$166,220,000
<i>[Change to Bill]</i>	<i>\$166,220,000]</i>

Eliminate the Consumption Factor from the Motor Vehicle Fuel Tax Rate Indexing Formula

Modify the current motor fuel indexing formula by deleting the motor fuel consumption adjustment factor, effective with the April 1, 1998, indexing calculation. Estimate increased transportation fund revenue at \$3,820,000 in 1997-98 and \$19,960,000 in 1998-99 to reflect estimated tax rates of 27.5 cents per gallon on April 1, 1998, and 28.3 cents per gallon on April 1, 1999, under the combination of this change and the proposed three cent statutory increase in the rate.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$23,780,000
<i>[Change to Bill]</i>	<i>\$23,780,000]</i>

Fuel Tax Exemption for Off-Highway Uses

Limit vendor sales of exempt motor fuel for off-highway uses to dyed diesel fuel, effective September 1, 1997. Estimate increased transportation fund revenues at \$2,386,000 in 1997-98 and \$2,886,000 in 1998-99 to reflect this change.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$5,272,000
<i>[Change to Bill]</i>	<i>\$5,272,000]</i>

3% Vehicle Rental Fee

Impose a fee to be paid by establishments primarily engaged in vehicle rental or leasing at a rate of 3% on the gross receipts from the rental or leasing for periods of 30 days or less of automobiles, station wagons, motor trucks, road tractors, truck tractors, semitrailers, trailers, motor buses, mobile homes, motor homes or camping trailers, as each is defined in Chapter 340 of the state statutes, if those vehicles are rented without drivers, effective with rentals as of January 1, 1998. Exclude transactions where vehicles are rented as service or repair replacement vehicles. Extend the following sales tax exemptions to the vehicle rental fee:

- rentals where a tax is prohibited by the constitution or laws of the United States or by the Wisconsin Constitution;
- rentals meeting the definition of occasional sale;
- rentals by the state, its agencies, the University of Wisconsin Hospitals and Clinics, Wisconsin local governments, and organizations operated for religious, charitable, scientific or educational purposes.

Require the Department of Revenue to administer the fee and extend applicable provisions related to the state sales tax to the administration of the car rental fee, including the requirement for establishments subject to the fee to register with DOR. Require proceeds of the car rental fee to be deposited in the transportation fund and estimate increased transportation fund revenue at \$4,300,000 in 1997-98 and \$8,700,000 in 1998-99.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$13,000,000
[Change to Bill]	\$13,000,000]

Temporary License Plates

Require the use of temporary license plates until a permanent license plate is obtained for automobiles not more than 8,000 pounds, effective July 1, 1998. Increase the fee for a temporary license plate from \$3 to \$10 and increase the period that temporary plates are valid from 60 days to 90 days. Require DOT to promulgate rules specifying the appearance of the plates and the system to be used to identify the date of issuance.

Specify that the fact that an automobile is located on a public highway and is not displaying valid registration plates or a temporary operation plate is prima facie evidence that the automobile is unregistered or improperly registered.

Require DOT to issue temporary operation plates to new car dealers at no charge and specify that the dealer must issue temporary plates to an applicant if the applicant pays the fee for the plate and submits proof that all requirements for regular vehicle registration have been

met, regardless of whether or not the applicant purchased or otherwise obtained the vehicle at the dealership. Require the dealer to return \$8 to DOT for each plate issued.

Provide \$505,400 SEG and 7.3 SEG positions in 1998-99 for administrative and other costs related to these changes and estimate increased transportation fund revenue at \$3,377,500 in 1998-99.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$3,377,500
<i>[Change to Bill]</i>	<i>\$3,377,500]</i>
1997-99 FUNDING (Change to Base)	\$505,400
<i>[Change to Bill]</i>	<i>\$505,400]</i>
1998-99 POSITIONS (Change to Base)	7.30
<i>[Change to Bill]</i>	<i>7.30]</i>

Hazardous Materials Transportation Registration Fees

Eliminate the requirement that hazardous materials transportation registration fees be based on Emergency Response Board rules. Instead, require DOT to promulgate rules to establish fees that would be consistent with the procedures, limitations and recommendations put forth in March, 1996, by the Alliance for Uniform HazMat Transportation Procedures. Specify that, in Wisconsin, no person may transport hazardous material of a type or quantity that requires hazardous materials placarding by federal regulations unless the person has complied with registration requirements, including payment of the fees. Establish a forfeiture of not more than \$500 for a violation of registration requirements and direct the courts to order the offender to pay all of the required hazardous materials transportation fees.

Create exceptions to these registration requirements for the following: (a) the transportation of hazardous materials in a vehicle controlled by a farmer and operated by a farmer or farm employe when the hazardous material is to be used on the farm premises to which it is transported; and (b) the delivery of fertilizer or agricultural chemicals by a retailer when the delivery is from the retailer's place of business directly to a farm premises within a 50-mile radius of the retailer's place of business and the hazardous materials are fertilizer and agricultural chemicals for use on the farm premises to which they are delivered.

Specify that the rules establishing the registration fees shall do the following: (a) provide revenue from the fees paid in an amount that reasonably approximates the amounts appropriated from the transportation fund for programs related to hazardous substances and for collecting and administering those fees; and (b) apportion the fees among air, highway, rail and other modes of transportation based on the percentage of damages in incidents involving hazardous material attributed nationally to each mode of transportation, using the most recent data reported by the

federal Department of Transportation, averaged over a ten-year period. Specify that the rules shall provide that the apportionment between modes of transportation be adjusted periodically to reflect changes in the data reported by the federal Department of Transportation.

Require DOT to promulgate rules under emergency rules procedures, before permanent rules are adopted, without being required to demonstrate their necessity for the preservation of the public peace, health, safety or welfare.

Convert the Department of Transportation appropriation for the administration and collection of the fees to a SEG appropriation and provide \$108,700 SEG annually and delete \$108,700 PR annually to reflect this change. Convert the 2.0 PR positions related to administration and collection to SEG positions. Specify that the unencumbered balance for administration in the PR appropriation be transferred to the SEG appropriation on the effective date of the bill. Estimate increased transportation fund revenue at \$2,440,000 in 1997-98 and \$2,180,000 in 1998-99 to reflect these changes.

	<u>SEG</u>	<u>PR</u>	<u>TOTAL</u>
1997-99 REVENUE (Change to Base)	\$4,620,000	\$0	\$4,620,000
<i>[Change to Bill]</i>	\$4,620,000	\$0	\$4,620,000]
1997-99 FUNDING (Change to Base)	\$217,400	- \$217,400	\$0
<i>[Change to Bill]</i>	\$217,400	- \$217,400	\$0]
1998-99 POSITIONS (Change to Base)	2.00	- 2.00	0.00
<i>[Change to Bill]</i>	2.00	- 2.00	0.00]

Major Highway Development Program : Use of Federal Funds and Bonding Proceeds

Increase the estimated revenue reduction for revenue bond debt service by \$5,485,900 in 1997-98 and \$13,540,800 in 1998-99. (Because debt service is deducted from vehicle registration fees prior to their deposit in the transportation fund, debt service payments are reflected as a reduction to the fees.) Increase revenue bonding authority by \$200,206,700. Specify that a total of \$232,158,900 be made available to fund construction projects. Specify that if federal funding in 1997-98 or 1998-99 is less than the amounts budgeted in the most recently enacted budget act that DOT may submit a plan to the Joint Committee on Finance to increase the use of bond proceeds in the major highway development program over the levels budgeted in the most recent budget act in order to replace the decreased federal funding. Specify that the plan may not propose, and the Committee may not adopt, an increase in the use of bond proceeds that would result in a major highway development program in excess of the size approved in the most recent budget act. Specify that the Committee's approval is required before the Department's plan can be implemented and that the Committee can modify the plan.

	<u>SEG</u>	<u>BR</u>	<u>FED</u>	<u>SEG-S</u>
1997-99 REVENUE (Change to Base)	- \$19,026,700	\$200,206,700		
[Change to Bill	- \$3,541,000	\$60,420,000]		
1997-99 FUNDING (Change to Base)			\$0	\$0
[Change to Bill			- \$35,000,000	\$35,000,000]

Transfer Sales Tax Revenues from the General Fund to the Transportation Fund

Transfer a portion of the revenues from the 5% state sales tax on new, used and leased passenger cars and noncommercial trucks and vans from the general fund to the transportation fund, beginning in the 1999-2001 biennium. Specify that 5% of these collections would be transferred in 1999-2000 and 10% would be transferred in 2000-01 and thereafter. This would result in the transfer of an estimated \$44 million in the 1999-2001 biennium.

General Transportation Aid

Provide \$10,123,500 SEG in 1997-98 and \$22,073,800 SEG in 1998-99 to fund 4.0% annual increases in the calendar year distributions for both counties (\$2,441,700 in 1997-98 and \$5,324,000 in 1998-99) and municipalities (\$7,681,800 in 1997-98 and \$16,749,800 in 1998-99). Increase the mileage aid rate from \$1,432 per mile to \$1,489 per mile in 1998 and \$1,549 per mile in 1999 and thereafter.

	<u>SEG</u>
1997-99 FUNDING (Change to Base)	\$32,197,300
[Change to Bill	\$23,666,300]

Mass Transit

Delete the current five-tier system and replace it with a three-tier system as follows, effective with 1998 payments: (a) Milwaukee County/User-Side Subsidy and Madison (Tiers I and II under current law) in Tier I; (b) Waukesha City and County, all other urban bus and Chippewa Falls and Onalaska shared-ride tax systems (current Tier III and IV) in Tier II; and (c) all remaining systems (current Tier V) in Tier III.

Provide \$2,429,100 SEG in 1997-98 and \$5,510,400 SEG in 1998-99 to provide 4% annual increases in the calendar year distributions (funding increases for 1997-98 would be split between the old and new tier structures based on calendar year distributions): (a) \$1,772,100 in 1997-98 and \$4,020,100 in 1998-99 for Tier I; (b) \$517,200 in 1997-98 and \$1,173,300 in 1998-99 for Tier II; and (c) \$139,800 in 1997-98 and \$317,000 in 1998-99 for Tier III.

	<u>SEG</u>
1997-99 FUNDING (Change to Base)	\$7,939,500
[Change to Bill]	\$4,606,900]

Local Aid and Assistance Programs

Provide \$836,400 SEG in 1997-98 and \$1,935,800 SEG in 1998-99 for the following local aid programs: (a) connecting highway aid (\$229,500 in 1997-98 and \$697,700 in 1998-99); (b) elderly and disabled county assistance (\$230,000 in 1997-98 and \$469,200 in 1998-99) and capital aid (\$28,500 in 1997-98 and \$58,100 in 1998-99); (c) highway and local bridge improvement assistance (\$293,400 in 1997-98 and \$598,500 in 1998-99); (d) expressway policing aid (\$32,200 in 1997-98 and \$65,700 in 1998-99); (e) county forest road aid (\$10,800 in 1997-98 and \$22,100 in 1998-99); and (g) demand management and ridesharing aid (\$12,000 in 1997-98 and \$24,500 in 1998-99). Increase the rates per mile under the connecting highway and county forest road aid programs by 4%. Increase the local match by \$7,100 SEG-L in 1997-98 and \$14,500 SEG-L in 1998-99 for elderly and disabled capital aid and by \$73,400 SEG-L in 1997-98 and \$149,600 SEG-L in 1998-99 for highway and local bridge improvement assistance to reflect the increased state funding.

These increases would represent a 4% increase over the base level. For connecting highway aid, this increase would be over the 1997 distribution. For the other programs, the increase would be provided over the 1996-97 base.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$2,772,200	\$244,600	\$3,016,800
[Change to Bill]	\$2,189,900	\$228,500	\$2,418,400]

Local Option Sales Tax for Transit

Authorize Dane County and Milwaukee County to impose a local option sales tax and require that revenues generated from this tax be expended only for capital or operating expenses related to the provision of transit services. Allow these counties to impose the tax at a rate of up to 0.5%, in increments of 0.1%. Impose the tax on the same goods and services as the current county sales tax and extend administrative provisions relating to that tax to the new tax.

Local Roads Improvement Program

Provide \$11,006,200 SEG and \$11,006,200 SEG-L annually for the local roads improvement program, which provides grants to counties, towns and municipalities, requiring at least a 50% match, to make capital improvements on local roads.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$22,012,400	\$22,012,400	\$44,024,800
<i>[Change to Bill</i>	<i>\$22,012,400</i>	<i>\$22,012,400</i>	<i>\$44,024,800]</i>

High-Cost Local Bridge Program

Provide \$8,640,000 SEG and \$2,880,000 SEG-L annually in the high-cost local bridge program to fund the state's share of costs to complete the CTH HH Bridge in Portage County and the East Bridge in Chippewa Falls and perform preliminary engineering on the 6th Street Bridge in Milwaukee.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$17,280,000	\$5,760,000	\$23,040,000
<i>[Change to Bill</i>	<i>\$17,280,000</i>	<i>\$5,760,000</i>	<i>\$23,040,000]</i>

Major Highway Development Program: Funding Level

Provide \$30,900,000 SEG and \$9,000,000 FED in 1997-98 and \$37,900,000 SEG and \$9,000,000 FED in 1998-99 for the major highway development program. Specify that the funding that was used to accelerate the completion of STH 29 would remain in the base of the major highway development program once the project is finished in 2000-01. Require DOT to include, as part of DOT's budget request for the 1999-2001 biennium, an increase in design funding to restore the reduction made by the Committee in regards to the moratorium on new enumerations.

	<u>FED</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$18,000,000	\$68,800,000	\$86,800,000
<i>[Change to Bill</i>	<i>\$18,000,000</i>	<i>\$68,800,000</i>	<i>\$86,800,000]</i>

State Highway Rehabilitation Program

Provide \$12,400,000 SEG and \$44,391,200 FED in 1997-98 and \$62,000,000 SEG and \$8,958,600 FED in 1998-99.

	<u>FED</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$53,349,800	\$74,400,000	\$127,749,800
<i>[Change to Bill</i>	<i>\$35,000,000</i>	<i>\$59,800,000</i>	<i>\$94,800,000]</i>

TRANSPORTATION

Fuel Tax Exemption for Off-Highway Uses

Limit vendor sales of exempt motor fuel for off-highway uses to dyed diesel fuel, effective September 1, 1997. Estimate increased transportation fund revenues at \$2,386,000 in 1997-98 and \$2,886,000 in 1998-99 to reflect this change.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$5,272,000
<i>[Change to Bill]</i>	<i>\$5,272,000]</i>

10% Increase in Weight-Based (Truck) Vehicle Registration Fees

Increase registration fees for vehicles registered based on their gross vehicle weight (buses, trucks, truck tractors, trailers, motor homes, trucks hauling dairy and forest products and farm trucks) by 10%, effective September 1, 1997. Estimate increased transportation fund revenue at \$12,260,000 in 1997-98 and \$15,080,000 in 1998-99 to reflect this change.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$27,340,000
<i>[Change to Bill]</i>	<i>\$27,340,000]</i>

\$10 Auto Registration Fee Increase

Increase the automobile registration fee by \$10, effective September 1, 1997. Estimate increased transportation fund revenue at \$24,050,000 in 1997-98 and \$28,860,000 in 1998-99 to reflect this change.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$52,910,000
<i>[Change to Bill]</i>	<i>\$52,910,000]</i>

Indexed Auto Registration Fee

Establish an indexed automobile registration fee, effective January 1, 2000. Specify that the fee would be adjusted to the nearest 50 cents by DOT based on the rate of change in the consumer price index, as certified by the Department of Revenue on November 1 of each year for the budget test under the expenditure restraint program.

3% Vehicle Rental Fee

Impose a fee to be paid by establishments primarily engaged in vehicle rental or leasing at a rate of 3% on the gross receipts from the rental or leasing for periods of 30 days or less of automobiles, station wagons, motor trucks, road tractors, truck tractors, semitrailers, trailers, motor buses, mobile homes, motor homes or camping trailers, as each is defined in Chapter 340 of the state statutes, if those vehicles are rented without drivers, effective with rentals as of January 1, 1998. Exclude transactions where vehicles are rented as service or repair replacement vehicles. Extend the following sales tax exemptions to the vehicle rental fee:

- rentals where a tax is prohibited by the constitution or laws of the United States or by the Wisconsin Constitution;
- rentals meeting the definition of occasional sale;
- rentals by the state, its agencies, the University of Wisconsin Hospitals and Clinics, Wisconsin local governments, and organizations operated for religious, charitable, scientific or educational purposes.

Require the Department of Revenue to administer the fee and extend applicable provisions related to the state sales tax to the administration of the car rental fee, including the requirement for establishments subject to the fee to register with DOR. Require proceeds of the car rental fee to be deposited in the transportation fund and estimate increased transportation fund revenue at \$4,300,000 in 1997-98 and \$8,700,000 in 1998-99.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$13,000,000
[Change to Bill]	\$13,000,000]

Temporary License Plates

Require the use of temporary license plates until a permanent license plate is obtained for automobiles not more than 8,000 pounds, effective July 1, 1998. Increase the fee for a temporary license plate from \$3 to \$10 and increase the period that temporary plates are valid from 60 days to 90 days. Require DOT to promulgate rules specifying the appearance of the plates and the system to be used to identify the date of issuance.

Specify that the fact that an automobile is located on a public highway and is not displaying valid registration plates or a temporary operation plate is prima facie evidence that the automobile is unregistered or improperly registered.

Require DOT to issue temporary operation plates to new car dealers at no charge and specify that the dealer must issue temporary plates to an applicant if the applicant pays the fee for the plate and submits proof that all requirements for regular vehicle registration have been met, regardless of whether or not the applicant purchased or otherwise obtained the vehicle at the dealership. Require the dealer to return \$8 to DOT for each plate issued.

Provide \$505,400 SEG and 7.3 SEG positions in 1998-99 for administrative and other costs related to these changes and estimate increased transportation fund revenue at \$3,377,500 in 1998-99.

	<u>SEG</u>
1997-99 REVENUE (Change to Base)	\$3,377,500
<i>[Change to Bill]</i>	<i>\$3,377,500]</i>
1997-99 FUNDING (Change to Base)	\$505,400
<i>[Change to Bill]</i>	<i>\$505,400]</i>
1998-99 POSITIONS (Change to Base)	7.30
<i>[Change to Bill]</i>	<i>7.30]</i>

Transfer Nonpoint Title Fee to the Transportation Fund

Specify that revenues generated by the \$7.50 title fee that are currently deposited in the environmental fund would be deposited in the transportation fund, effective July 1, 1997. Create a GPR, sum sufficient appropriation to transfer an amount from the general fund to the environmental fund equal to the amount deposited in the transportation fund that is attributable to the \$7.50 title fee. Estimate the transfer at \$10,275,000 GPR annually to reflect the estimated collections from the \$7.50 title fee.

	<u>GPR</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 REVENUE (Change to Base)	\$0	\$20,550,000	\$20,550,000
<i>[Change to Bill]</i>	<i>\$0</i>	<i>\$20,550,000</i>	<i>\$20,550,000]</i>
1997-99 FUNDING (Change to Base)	\$20,550,000	\$0	\$20,550,000
<i>[Change to Bill]</i>	<i>\$20,550,000</i>	<i>\$0</i>	<i>\$20,550,000]</i>

General Transportation Aid

Provide \$8,366,100 SEG in 1997-98 and \$16,983,200 SEG in 1998-99 to fund increases in the calendar year distributions for both counties (\$2,017,800 in 1997-98 and \$4,096,200 in

1998-99) and municipalities (\$6,348,300 in 1997-98 and \$12,887,000 in 1998-99) equal to 2.8% in 1998 and 3.0% in 1999. Increase the mileage aid rate from \$1,432 per mile to \$1,472 per mile in 1998 and \$1,516 per mile in 1999 and thereafter.

	<u>SEG</u>
1997-99 FUNDING (Change to Base)	\$25,349,300
<i>[Change to Bill</i>	<i>\$16,818,300]</i>

Mass Transit

Delete the current five-tier system and replace it with a three-tier system as follows, effective with 1998 payments: (a) Milwaukee County/User-Side Subsidy and Madison (Tiers I and II under current law) in Tier I; (b) Waukesha City and County, all other urban bus and Chippewa Falls and Onalaska shared-ride tax systems (current Tier III and IV) in Tier II; and (c) all remaining systems (current Tier V) in Tier III.

Provide \$2,200,200 SEG in 1997-98 and \$4,389,800 SEG in 1998-99 as follows to provide inflationary increases in the calendar year distributions equal to 2.8% in 1998 and 3.0% in 1999: (a) \$1,605,100 in 1997-98 and \$3,202,600 in 1998-99 for Tier I; (b) \$468,500 in 1997-98 and \$934,700 in 1998-99 for Tier II; and (c) \$126,600 in 1997-98 and \$252,500 in 1998-99 for Tier III. (Funding increases for 1997-98 would be split between the old and new tier structures based on calendar year distributions.)

	<u>SEG</u>
1997-99 FUNDING (Change to Base)	\$6,590,000
<i>[Change to Bill</i>	<i>\$3,257,400]</i>

Other Local Aid and Assistance Programs Inflationary Increase

Provide \$1,391,400 SEG in 1997-98 and \$3,084,500 SEG in 1998-99 for the following local aid programs: (a) connecting highway aid (\$160,700 in 1997-98 and \$498,300 in 1998-99); (b) local road improvement program (\$308,200 in 1997-98 and \$647,600 in 1998-99); (c) highway and local bridge improvement assistance (\$892,400 in 1997-98 and \$1,875,300 in 1998-99); (d) expressway policing aid (\$22,500 in 1997-98 and \$47,300 in 1998-99); and (e) county forest road aid (\$7,600 in 1997-98 and \$16,000 in 1998-99). Increase the local match by \$308,200 SEG-L in 1997-98 and \$647,600 SEG-L in 1998-99 for the local road improvement program and by \$223,100 SEG-L in 1997-98 and \$468,800 SEG-L in 1998-99 for highway and local bridge improvement assistance.

This would represent increases of 2.8% in 1997-98 and 3.0% in 1998-99 over the base level. For connecting highway aid, this increase would be over the 1997 distribution. For the other programs, the increase would be provided over the 1996-97 base.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$4,475,900	\$1,647,700	\$6,123,600
<i>[Change to Bill]</i>	<i>\$4,475,900</i>	<i>\$1,647,700</i>	<i>\$6,123,600]</i>

Increase Funding for the Local Roads Improvement Program

Provide \$15,000,000 SEG and \$15,000,000 SEG-L annually for the local roads improvement program.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$30,000,000	\$30,000,000	\$60,000,000
<i>[Change to Bill]</i>	<i>\$30,000,000</i>	<i>\$30,000,000</i>	<i>\$60,000,000]</i>

Create a Discretionary County Highway Improvement Program

Provide \$5,000,000 SEG and \$5,000,000 SEG-L annually for a discretionary county highway improvement program to fund county road improvements with eligible costs totaling \$250,000 or more. Apply the current matching requirements under the local roads improvement program to this component. Require DOT to promulgate rules to administer the program.

	<u>SEG</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$10,000,000	\$10,000,000	\$20,000,000
<i>[Change to Bill]</i>	<i>\$10,000,000</i>	<i>\$10,000,000</i>	<i>\$20,000,000]</i>

Replace Freight Rail Program SEG with SEG-L

Reduce funding by \$1,000,000 SEG in 1997-98 and \$1,500,000 SEG in 1998-99, and increase funding by \$1,000,000 SEG-L in 1997-98 and \$1,500,000 SEG-L in 1998-99 to reflect loan repayments. This would keep the amount of funding available for loans at the same level as in the 1995-97 biennium. Establish a minimum interest rate for FRIIP loans equal to the rate earned on the state investment fund at the time the loan is approved.

	<u>SEG-L</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$2,500,000	-\$2,500,000	\$0
<i>[Change to Bill]</i>	<i>\$0</i>	<i>-\$2,500,000</i>	<i>-\$2,500,000]</i>

High-Cost Local Bridge Program

Provide \$17,280,000 FED in 1997-98 for the state highway rehabilitation program and transfer \$17,280,000 SEG in 1997-98 from the state highway rehabilitation program to the high-

cost local bridge program. Provide \$5,760,000 SEG-L in 1997-98 to reflect the required local match for this program.

	<u>FED</u>	<u>SEG-L</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$17,280,000	\$5,760,000	\$23,040,000
<i>[Change to Bill]</i>	<i>\$17,280,000</i>	<i>\$5,760,000</i>	<i>\$23,040,000]</i>

Major Highway Development: Use of Federal Funds and Bonding Proceeds

Increase the major highway development FED appropriation by \$17,720,000 and decrease the major highway development SEG-S (bond proceeds) appropriation by \$17,720,000 in 1997-98 to reflect the use of additional federal aid from federal fiscal year 1997 to reduce the use of bond proceeds. Increase the estimated revenue reduction for revenue bond debt service by \$5,111,900 in 1997-98 and \$12,121,800 in 1998-99. (Because debt service is deducted from vehicle registration fees prior to their deposit in the transportation fund, debt service payments are reflected as a reduction to the fees.) Increase revenue bonding authority by \$159,485,900. Specify that a total of \$196,438,900 be made available to fund construction projects.

	<u>FED</u>	<u>SEG-S</u>	<u>SEG</u>	<u>BR</u>
1997-99 REVENUE (Change to Base)			- \$17,233,700	\$159,485,900
<i>[Change to Bill]</i>			<i>- \$1,748,000</i>	<i>\$19,699,200]</i>
1997-99 FUNDING (Change to Base)	\$17,720,000	- \$17,720,000		
<i>[Change to Bill]</i>	<i>- \$17,280,000</i>	<i>\$17,280,000]</i>		

Major Highway Development

Provide \$9,000,000 FED and \$3,635,800 SEG in 1997-98 and \$9,000,000 FED and \$8,631,700 SEG in 1998-99 for the major highway development program. This would provide 2.8% and 3.0% inflationary increases plus an additional 5% increase over the 1996-97 modified base funding level.

	<u>FED</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$18,000,000	\$12,267,500	\$30,267,500
<i>[Change to Bill]</i>	<i>\$18,000,000</i>	<i>\$12,267,500</i>	<i>\$30,267,500]</i>

State Highway Rehabilitation

Provide \$42,426,600 SEG and \$9,391,200 FED in 1997-98 and \$55,044,000 SEG and \$8,958,600 FED in 1998-99. Allocate the increase as follows: (a) \$4,000,000 in 1997-98 and \$6,500,000 in 1998-99 for design work on the Marquette Interchange in the City of Milwaukee; and (b) \$47,817,800 in 1997-98 and \$57,502,600 in 1998-99 for other state highway rehabilitation

projects. This would provide sufficient funding to keep the number of highway miles in need of rehabilitation from increasing, plus an additional 5% increase over the modified 1996-97 base funding level.

	<u>FED</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$18,349,800	\$97,470,600	\$115,820,400
<i>[Change to Bill]</i>	<i>\$0</i>	<i>\$82,870,600</i>	<i>\$82,870,600</i>

East-West Corridor Preliminary Engineering

Provide \$800,000 SEG and \$4,530,000 FED in 1997-98 and \$400,000 SEG and \$2,270,000 FED in 1998-99 for preliminary engineering for the East-West Corridor project in order to advance to a final environmental impact statement.

	<u>SEG</u>	<u>FED</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$1,200,000	\$6,800,000	\$8,000,000
<i>[Change to Bill]</i>	<i>\$1,200,000</i>	<i>\$6,800,000</i>	<i>\$8,000,000</i>

Across the Board Reductions/Sale or Lease of Assets

Reduce the base budgets for DOT's divisions and offices by a total amount of \$5,073,900 SEG annually to provide reductions equal to 2% in each year of the biennium. Require DOT to submit a request for any reallocation of the budget reductions among its SEG appropriations for state operations to the Joint Committee on Finance by September 1, 1997, for the Committee's review under a process similar to that under s. 16.505/16.515. Create a SEG, continuing appropriation for operating budget supplements and specify that all proceeds from the sale or lease of DOT assets in excess of \$2,750,000 annually would be credited to this appropriation. Authorize DOT to use this appropriation to supplement the Department's operating budget, subject to the provision that 50% of the proceeds credited to this appropriation shall be used to supplement the operating budget of the DOT district office that initiated the sale or lease. Require the Department to use a request for proposal process for the lease of assets expected to generate an annual payment in excess of \$50,000.

	<u>SEG</u>
1997-99 FUNDING (Change to Base)	- \$10,147,800
<i>[Change to Bill]</i>	<i>- \$10,147,800</i>

Use GPR for Selected Other Agency Appropriations

Convert all of the appropriations from the transportation fund to other agencies to the general fund, with the exception of the transfers related to motorboats, snowmobiles and all-terrain vehicles, the terminal tax distribution and the two DOR appropriations for administering transportation fund taxes. Provide \$14,574,300 GPR in 1997-98 and \$14,544,300 GPR in 1998-99 to fund these appropriations and delete SEG funding by corresponding amounts.

	<u>GPR</u>	<u>SEG</u>	<u>TOTAL</u>
1997-99 FUNDING (Change to Base)	\$29,118,600	- \$29,118,600	\$0
[Change to Bill]	\$29,118,600	- \$29,118,600	\$0

Note:

The estimated transportation fund balance at the end of the 1997-99 biennium under this motion is \$2,319,500.

[Change to Base: \$146,092,300 SEG, \$78,149,800 FED, \$49,907,700 SEG-L, -\$17,720,000 SEG-S and \$49,668,600 GPR; 7.30 SEG positions and \$105,215,800 SEG-REV]

[Change to Bill: \$119,628,700 SEG, \$24,800,000 FED, \$47,407,700 SEG-L, \$17,280,000 SEG-S and \$49,668,600 GPR; 7.30 SEG positions; and \$120,701,500 SEG-REV]

MO# 1757

BURKE	Y	(N)	A
DECKER	Y	(N)	A
GEORGE	Y	(N)	A
JAUCH	Y	(N)	A
WINEKE	Y	(N)	A
SHIBILSKI	Y	(N)	A
COWLES	Y	(N)	A
PANZER	(Y)	N	A
JENSEN	(Y)	N	A
ZOURADA	(Y)	N	A
HARSDORF	(Y)	N	A
ALBERS	(Y)	N	A
GARD	(Y)	N	A
KAUFERT	(Y)	N	A
LINTON	Y	(N)	A
COGGS	Y	(N)	A

AYE 7 NO 9 ABS

Senator Burke
Representative Jensen
Senator Decker
Representative Ourada
Representative Linton

TRANSPORTATION

Transportation Financing

Motion:

Move to modify SB 77 by adopting the changes to transportation fund revenues and appropriations displayed on the attached table.

MO# 3180

1	BURKE	(Y)	N	A
	DECKER	(Y)	N	A
	GEORGE	Y	(N)	A
	JAUCH	Y	(N)	A
	WINEKE	Y	(N)	A
	SHIBILSKI	(Y)	N	A
	COWLES	Y	(N)	A
	PANZER	Y	(N)	A
2	JENSEN	(Y)	N	A
	OURADA	(Y)	N	A
	HARSDORF	(Y)	N	A
	ALBERS	(Y)	N	A
	GARD	(Y)	N	A
	KAUFERT	(Y)	N	A
	LINTON	(Y)	N	A
	COGGS	(Y)	N	A
	AYE	<u>11</u>	NO	<u>5</u> ABS <u>0</u>

	1997-98 -----	1998-99 -----	Biennium -----
1996-97 Deficit	-\$4,600,000		-\$4,600,000
1997-99 Deficit	-2,294,500	-7,694,600	-9,989,100
Balance Under Bill	----- -\$6,894,500	----- -\$14,589,100	----- -\$14,589,100
Revenues -----			
Motor Vehicle Fuel Tax			
- Tax Rate Increase of 1.0 Cents Per Gallon	\$24,800,000	\$30,600,000	\$55,400,000
- Add VMT Factor to Indexing Formula	3,060,000	15,350,000	18,410,000
- Combined Effect	760,000	3,840,000	4,600,000
- Modify the Exemption for Off-Highway Uses	2,386,000	2,886,000	5,272,000
Vehicle Registration Fees			
- \$5 Fee Increase for Autos	12,020,000	14,430,000	26,450,000
- 7.5% Fee Increase for Trucks	9,390,000	11,560,000	20,950,000
Two Percent Vehicle Rental Fee	2,870,000	5,800,000	8,670,000
Temporary License Plates	0	3,225,000	3,225,000
Increase Debt Service Due to Higher Bonding	-364,000	-1,384,000	-1,748,000
Half Cent Increase in Aviation Fuel Tax Rate	72,500	89,500	162,000
\$2.50 Title Transfer Fee Increase	2,854,000	3,425,000	6,279,000
Monthly Transportation Aid Payments	711,000	1,388,000	2,099,000
Changes Previously Made by JFC	1,211,400	2,861,700	4,073,100
Change to Revenues	----- \$59,770,900	----- \$94,071,200	----- \$153,842,100
Expenditures -----			
Increase Local Share of SEG Revenues	\$19,841,800	\$38,004,500	\$57,846,300
Mass Transit	1,830,200	8,051,900	9,882,100
Lift Bridge Aid Reestimate	-50,000	50,000	0
Fund Passenger Rail Service	157,500	110,000	267,500
RR Crossing Transfer from STH Rehabilitation	0	0	0
LRIP (to \$41.5 Million Bientally)	9,750,000	9,750,000	19,500,000
Use Federal Aid from 1996-97 to Replace SEG	-17,280,000	0	-17,280,000
High Cost Local Bridges	17,280,000	0	17,280,000
Major Highway Development:			
- Inflation Over 1996-97	4,535,800	9,531,700	14,067,500
- Additional Increase	8,100,000	8,100,000	16,200,000
- Moratorium on Future Projects	-2,200,000	-5,000,000	-7,200,000
STH Rehabilitation Program:			
- Inflation Over 1996-97	-828,400	2,189,000	1,360,600
- Keep Backlog from Increasing	21,000,000	21,000,000	42,000,000
- Additional Increase	19,755,000	19,755,000	39,510,000
- Replace SEG with Federal Aid	-9,000,000	-9,000,000	-18,000,000
STH Maintenance to 1994-95 Level	832,100	857,000	1,689,100
East-West Corridor Engineering	1,000,000	500,000	1,500,000
Replace Freight Rail Program SEG with SEG-L	-1,000,000	-1,500,000	-2,500,000
Delete DOT Vacancies	-711,500	-711,500	-1,423,000
2% ATB Cut, Excluding DSP/Asset Sales & Leases	-4,270,000	-4,270,000	-8,540,000
Use GPR to Replace Other Agency SEG	-14,574,300	-14,544,300	-29,118,600
Retain Two License Plates	626,800	653,900	1,280,700
Changes Previously Made by JFC:			
- DOT Appropriations	-1,785,500	-2,419,900	-4,205,400
- Other Agency Appropriations	-152,000	-205,300	-357,300
Change to Expenditures	----- \$52,857,500	----- \$80,902,000	----- \$133,759,500
Balance After Changes	\$18,900	\$5,493,500	\$5,493,500

TRANSPORTATION

Transportation Financing

Motion:

Move to modify SB 77 by adopting the changes to transportation fund revenues and appropriations displayed on the attached table.

MO# 3176

BURKE	Y	<input checked="" type="radio"/> N	A
DECKER	Y	<input checked="" type="radio"/> N	A
GEORGE	<input checked="" type="radio"/> Y	N	A
JAUCH	<input checked="" type="radio"/> Y	N	A
WINEKE	<input checked="" type="radio"/> Y	N	A
SHIBILSKI	<input checked="" type="radio"/> Y	N	A
COWLES	Y	<input checked="" type="radio"/> N	A
PANZER	Y	<input checked="" type="radio"/> N	A
JENSEN	Y	<input checked="" type="radio"/> N	A
OURADA	Y	<input checked="" type="radio"/> N	A
HARSDORF	Y	<input checked="" type="radio"/> N	A
ALBERS	Y	<input checked="" type="radio"/> N	A
GARD	Y	<input checked="" type="radio"/> N	A
KAUFERT	Y	<input checked="" type="radio"/> N	A
LINTON	<input checked="" type="radio"/> Y	N	A
COGGS	<input checked="" type="radio"/> Y	N	A

AYE 6 NO 10 ABS 0

Senator George

	1997-98	1998-99	Biennium
	-----	-----	-----
1996-97 Deficit	-\$4,600,000		-\$4,600,000
1997-99 Deficit	-2,294,500	-7,694,600	-9,989,100
	-----	-----	-----
Balance Under Bill	-\$6,894,500	-\$14,589,100	-\$14,589,100
Revenues			

Motor Vehicle Fuel Tax			
- Tax Rate Increase of Two Cents Per Gallon	\$49,610,000	\$61,200,000	\$110,810,000
- Eliminate Consumption Factor from Indexing	3,060,000	16,120,000	19,180,000
- Combined Effect	760,000	3,070,000	3,830,000
- Modify the Exemption for Off-Highway Uses	2,386,000	2,886,000	5,272,000
Vehicle Registration Fees			
- 10% Fee Increase for Trucks	12,260,000	15,080,000	27,340,000
\$5 Title Transfer Fee Increase	5,708,000	6,850,000	12,558,000
Increase Debt Service Due to Higher Bonding	-738,000	-2,803,000	-3,541,000
Half Cent Increase in Aviation Fuel Tax Rate	0	0	0
Two Percent Aircraft Registration Fee Increase	0	0	0
\$2.50 Title Transfer Fee Increase	0	0	0
Monthly Transportation Aid Payments	0	0	0
Changes Previously Made by JFC	1,211,400	2,861,700	4,073,100
	-----	-----	-----
Change to Revenues	\$74,257,400	\$105,264,700	\$179,522,100
Expenditures			

General Transportation Aid @ 10%	\$14,645,000	\$29,289,900	\$43,934,900
Mass Transit @ 10%	1,906,800	7,627,200	9,534,000
Lift Bridge Aid Reestimate	-50,000	50,000	0
Fund Passenger Rail Service	157,500	110,000	267,500
RR Crossing Transfer from STH Rehabilitation	0	0	0
LRIP Increase	0	0	0
Use Federal Aid from 1996-97 to Replace SEG	-35,000,000	0	-35,000,000
High Cost Local Bridges	17,280,000	0	17,280,000
Major Highway Development:			
- Inflation Over 1996-97	4,535,800	9,531,700	14,067,500
- Restore 1994-95 Real Level	26,532,300	27,328,300	53,860,600
- Additional Increase	10,000,000	10,000,000	20,000,000
- Moratorium on Future Projects	-2,200,000	-5,000,000	-7,200,000
STH Rehabilitation Program:			
- Inflation Over 1996-97	-828,400	2,189,000	1,360,600
- Keep Backlog from Increasing	21,000,000	21,000,000	42,000,000
- Additional Increase	8,000,000	5,000,000	13,000,000
- Design of Marquette Interchange	4,000,000	6,500,000	10,500,000
- Fond du Lac Avenue Reserve	1,000,000	0	1,000,000
- Replace SEG with Federal Aid	-9,000,000	-9,000,000	-18,000,000
STH Maintenance to 1994-95 Level	832,100	857,000	1,689,100
East-West Corridor Engineering	1,000,000	500,000	1,500,000
Replace Freight Rail Program SEG with SEG-L	-1,000,000	-1,500,000	-2,500,000
Changes Previously Made by JFC:			
- DOT Appropriations	-1,785,500	-2,419,900	-4,205,400
- Other Agency Appropriations	-152,000	-205,300	-357,300
	-----	-----	-----
Change to Expenditures	\$60,873,600	\$101,857,900	\$162,731,500
Balance After Changes	\$6,489,300	\$2,201,500	\$2,201,500

TRANSPORTATION

Passing Lanes On Enumerated Major Projects in Advance of Construction

Motion:

Move to require DOT to report to the Joint Committee on Finance by January 1, 1998, on the costs and benefits of adding passing lanes on highways that are enumerated as major highway projects, but which are not yet under construction. Require DOT to make recommendations with this report on which highways should have passing lanes added in advance of their scheduled date of construction. Specify that DOT should consider the costs based on designs that would least significantly impact the ultimate cost of each major highway project.

Note:

Some major highway development projects are not scheduled to begin for another ten years. This motion would require DOT to report to the Committee on the costs and benefits associated with adding passing lanes on each project, including a recommendation.

MO# 3133

BURKE	(Y)	N	A
DECKER	(Y)	N	A
GEORGE	(Y)	N	A
JAUCH	(P)	N	A
WINEKE	(Y)	N	A
2 SHIBILSKI	(Y)	N	A
1 COWLES	(Y)	N	A
PANZER	(Y)	N	A
JENSEN	(Y)	N	A
OURADA	(Y)	N	A
HARSDORF	(Y)	N	A
ALBERS	(Y)	N	A
GARD	(Y)	N	A
KAUFERT	(Y)	N	A
LINTON	(Y)	N	A
COGGS	(Y)	N	A

AYE 16 NO 0 ABS 0

TRANSPORTATION

Waive the Sign Permit Fee for ~~Juneau~~ County Crime Stoppers Signs

Motion:

Move to require DOT to waive the sign permit fee for existing signs placed along state highways by ~~Juneau County~~ Crime Stoppers. ^{organizations} Prohibit DOT from removing such signs from their present locations, unless they violate federal guidelines, until the time they need to be replaced. Specify that when the signs are in need of replacement, the signs should conform with all applicable permit requirements, including the payment of fees.

Note:

The Juneau County Crime Stoppers has several signs along state highways for which no permit fee was paid. This motion would require DOT to waive the permit fee for these signs and only allow them to be removed from their current location if they violate federal regulations. The permit fees range from \$5 to \$100, but most of these signs would probably be in a category requiring a fee of \$20.

MO# 1720

BURKE	Y	N	A
DECKER	M	N	A
GEORGE	M	N	A
JAUCH	M	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	X	N	A
HARSDORF	X	N	A
ALBERS	X	N	A
GARD	X	N	A
KAUFERT	X	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE 16 NO 0 ABS 0

TRANSPORTATION

Registration of Off-Road Motor vehicles

Motion:

Move to impose a \$10 biennial fee for the registration of motor vehicles used exclusively for off-road purposes and not currently registered by the state, effective January 1, 1998. Require DOT to administer the fee. Estimate additional transportation fund revenue at \$650,000 in 1997-98 and \$75,000 in 1998-99.

Note:

This motion would establish a \$10 biennial registration fee for off-road motor vehicles. There are an estimated 65,000 such vehicles and assuming 7,500 new vehicles are added each year, the fee would generate \$650,000 in 1997-98 and \$75,000 in 1998-99. DOT estimates administrative costs of \$290,000 in 1997-98 to establish a registration system and \$33,200 in 1998-99 to register new vehicles. The motion does not provide funding for those costs.

[Change to Base: \$725,000 SEG-REV]

[Change to Bill: \$725,000 SEG-REV]

MO# 1730

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
2 PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
1 ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE 4 NO 12 ABS 0

TRANSPORTATION

Registration Fee Rebate for Trucking Firms That Use Intermodal Shipping

Motion:

Move to authorize DOT to promulgate administrative rules developing a system whereby trucking firms would be offered a rebate, paid out of the transportation fund, for trailer or semitrailer registration fees not to exceed \$5 per trailer for each trailer that is offered for transportation by freight rail at least one time during a registration year at a Wisconsin intermodal facility.

Note:

This motion would authorize DOT to devise a system of paying rebates for registration fees for trailers or semitrailers that are offered for transport by rail at a Wisconsin intermodal facility. The rebate could not exceed \$5 per year per trailer.

This would require DOT to pay the rebate out of the transportation fund, but the fiscal effect is unknown.

[Change to Base: Unknown]

[Change to Bill: Unknown]

MO# 3164

BURKE	(Y)	N	A
DECKER	(Y)	(N)	A
GEORGE	Y	(N)	A
JAUCH	Y	(N)	A
WINEKE	Y	(N)	A
SHIBILSKI	Y	(N)	A
COWLES	(Y)	N	A
PANZER	(Y)	N	A
JENSEN	Y	(N)	A
OURADA	(Y)	(N)	A
HARSDORF	Y	(N)	A
ALBERS	(Y)	(N)	A
GARD	Y	(N)	A
KAUFERT	(Y)	(N)	A
LINTON	Y	(N)	A
COGGS	Y	(N)	A

Motion #3164

AYE 6 NO 10 ABS 0

TRANSPORTATION

Bicycle and Pedestrian Facility in Neenah

Motion:

Move to require DOT to set aside \$125,000 SEG from the local roads improvement program appropriation to fund 50% of the costs for a bicycle/pedestrian overpass over USH 41. Provide these funds as a supplement to the entitlement received by the City of Neenah under the local roads improvement program (LRIP). Require DOT to accept this project for funding, notwithstanding current restrictions on the use of LRIP funds.

Note:

This motion would require DOT to supplement LRIP payments made to the City of Neenah for a bicycle and pedestrian overpass.

MO# 3190

BURKE	Y	N	A
2 DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE 12 NO 4 ABS _____

TRANSPORTATION

Local Option Sales Tax for Mass Transit

Motion:

Move to authorize counties and municipalities to impose a local option sales tax and require that revenues generated from this tax be expended only for capital or operating expenses related to the provision of transit services. Allow these counties and municipalities to impose the tax at a rate of up to 0.5%. Impose the tax on the same goods and services as the current county sales tax and extend administrative provisions relating to that tax to the new tax.

Note:

This motion would create the authority for a local option sales tax of 0.5% to fund transit capital and operations costs.

MO# 1758

BURKE	Y	(N)	A
DECKER	Y	(N)	A
GEORGE	Y	(N)	A
JAUCH	(Y)	N	A
WINEKE	(Y)	N	A
SHIBILSKI	(Y)	N	A
COWLES	Y	(N)	A
PANZER	(Y)	N	A
JENSEN	Y	(N)	A
OURADA	Y	(N)	A
HARSDORF	Y	(N)	A
ALBERS	Y	(N)	A
GARD	(Y)	N	A
KAUFERT	Y	(N)	A
LINTON	(Y)	N	A
COGGS	Y	(N)	A

TRANSPORTATION

Transfer to Rehabilitation for State High Cost Bridge

Motion:

Move to specify that DOT may submit a request under s. 13.10 to transfer funds, with the approval of the Committee, to the state highway rehabilitation program to supplement funds used for the state high-cost bridge program to rehabilitate a state bridge that has been posted with a weight limit.

MO# 3169

BURKE	Y	(N)	A
DECKER	(Y)	N	A
GEORGE	(Y)	(N)	A
JAUCH	(Y)	N	A
WINEKE	(Y)	N	A
SHIBILSKI	(Y)	N	A
1 COWLES	(Y)	N	A
PANZER	(Y)	N	A
JENSEN	Y	(N)	A
OURADA	(Y)	N	A
HARSDORF	(Y)	(N)	A
ALBERS	(Y)	N	A
2 GARD	(Y)	N	A
KAUFERT	(Y)	N	A
LINTON	(Y)	N	A
COGGS	Y	(N)	A

AYE 12 NO 4 ABS 0

TRANSPORTATION

Office of Public Affairs

Motion:

Move to delete \$187,900 SEG and 3.9 SEG positions annually in the Office of Public Affairs.

Note:

Base level funding for personnel in the Office of Public Affairs is \$523,300 SEG and 9.9 SEG positions.

This motion would delete \$187,900 SEG and 3.9 SEG positions annually in this Office.

[Change to Base: -\$375,800 SEG and -3.9 SEG positions]

[Change to Bill: -\$375,800 SEG and -3.9 SEG positions]

MO# 3189

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A

JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE _____ NO _____ ABS _____

withdrawn

TRANSPORTATION

Hazardous Materials Transportation Registration

Motion:

Move to eliminate the requirement that hazardous materials transportation registration fees be based on Emergency Response Board rules. Instead, require DOT to promulgate rules to establish fees that would be consistent with the procedures, limitations and recommendations put forth in March, 1996, by the Alliance for Uniform HazMat Transportation Procedures. Specify that, in Wisconsin, no person may transport hazardous material of a type or quantity that requires hazardous materials placarding by federal regulations unless the person has complied with registration requirements, including payment of the fees. Establish a forfeiture of not more than \$500 for a violation of registration requirements and direct the courts to order the offender to pay all of the required hazardous materials transportation fees.

Create exceptions to these registration requirements for the following: (a) the transportation of hazardous materials in a vehicle controlled by a farmer and operated by a farmer or farm employe when the hazardous material is to be used on the farm premises to which it is transported; and (b) the delivery of fertilizer or agricultural chemicals by a retailer when the delivery is from the retailer's place of business directly to a farm premises within a 50-mile radius of the retailer's place of business and the hazardous materials are fertilizer and agricultural chemicals for use on the farm premises to which they are delivered.

Specify that the rules establishing the registration fees shall do the following: (a) provide revenue from the fees paid in an amount that reasonably approximates the amounts appropriated from the transportation fund for programs related to hazardous substances and for collecting and administering those fees; and (b) apportion the fees among air, highway, rail and other modes of transportation based on the percentage of damages in incidents involving hazardous material attributed nationally to each mode of transportation, using the most recent data reported by the federal Department of Transportation, averaged over a ten-year period. Specify that the rules shall provide that the apportionment between modes of transportation be adjusted periodically to reflect changes in the data reported by the federal Department of Transportation.

Require DOT to promulgate rules under emergency rules procedures, before permanent rules are adopted, without being required to demonstrate their necessity for the preservation of the public peace, health, safety or welfare.

Convert the Department of Transportation appropriation for the administration and collection of the fees to a SEG appropriation and provide \$108,700 SEG annually and delete

TRANSPORTATION

Snow Removal Assistance Program

Motion:

Move to transfer \$100,000 SEG annually from the local road improvement program appropriation to a newly-created, continuing appropriation for payments to counties and municipalities (cities, villages and towns) for reimbursement of eligible costs associated with snow removal emergencies occurring as a result of "extraordinary or unusually large" snow storms. Eligible costs would include excessive costs for machinery and equipment, labor, materials and hauling, as determined by DOT, associated with such snow removal emergencies.

Provide that counties and municipalities could apply for financial assistance for snow removal on any public highway, street, alley or bridge under their jurisdiction and not on the state trunk highway system. Require the county highway committee, or the governing body having jurisdiction over the road's maintenance, to adopt a petition for assistance and file a certified copy of the petition with DOT as a condition of eligibility for assistance. Require counties and municipalities to submit the required information, as determined by DOT, to the Department by May 15 for eligible costs incurred in the most recent winter season.

Allow a county or municipality having jurisdiction over the public highway, street, alley or bridge to apply for both state and federal aid pending a determination of eligibility. If federal aid is granted, require that the federal aid would be in lieu of state aid otherwise available under the snow removal assistance program.

If the total amount of eligible costs exceeds the cash balance in the appropriation on June 30 of any fiscal year, require DOT to prorate payments to eligible applicants.

Note:

This motion would create a snow removal assistance program under which \$100,000 SEG annually would be transferred from the local road improvement program to a newly created appropriation for payments to counties and municipalities. The payments would reimburse counties and municipalities for excessive, eligible costs associated with snow removal

emergencies resulting from extraordinary or unusually large snow storms. Payments would be prorated if funds are not sufficient to reimburse all eligible costs submitted by applicants.

Many of the provisions of this proposal are similar to those in current law for the flood damage aids program.

MO# 3184

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
1 JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
2 LINTON	Y	N	A
COGGS	Y	N	A

AYE 11 NO 5 ABS 0

TRANSPORTATION

Use of Passenger Rail Bonding

Motion:

Move to limit the use of bond proceeds for station improvements and Amtrak service extension or commuter rail between Milwaukee and Waukesha County to \$10 million. Require DOT to negotiate with Amtrak regarding the extension of service to Madison and to report the results of these negotiations to the Joint Committee on Finance by January 1, 1998.

MO# 3168

BURKE	Y	N	A
Z DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE 16 NO 0 ABS 0

TRANSPORTATION

Wheel Tax

Motion:

Move to require the governing body of a municipality or county that enacts an ordinance imposing an annual registration fee, or wheel tax, on motor vehicles to specify in the ordinance that revenues from this fee be used for transportation-related purposes.

Note:

Under current law, municipalities and counties may enact an ordinance imposing an annual flat municipal or county registration fee on automobiles and trucks of not more than 8,000 pounds customarily kept within that jurisdiction. The revenue does not have to be earmarked for any particular purpose.

This motion would require a municipality or county that enacts such an ordinance to specify in the ordinance that the revenue would be used for transportation-related purposes.

MO# 1712

BURKE	(Y)	N	A
DECKER	Y	(N)	A
GEORGE	(Y)	N	A
JAUCH	(Y)	N	A
WINEKE	Y	(N)	A
SHIBILSKI	(Y)	N	A
COWLES	(Y)	N	A
PANZER	(Y)	N	A
JENSEN	(Y)	N	A
LOURADA	(Y)	N	A
HARSDORF	(Y)	N	A
ALBERS	(Y)	N	A
GARD	(Y)	N	A
KAUFERT	(Y)	N	A
LINTON	(Y)	N	A
COGGS	(Y)	N	A

AYE 14 NO 2 ABS 0

TRANSPORTATION

Local Impact Fees

Motion:

Move to delete highways, other transportation facilities and traffic control devices from the list of public facilities for which public costs can be recovered via local impact fees and prohibit ~~municipalities and~~ counties from recovering costs related to transportation projects through local impact fees.

Note:

This motion prohibits impact fees from being used to recover transportation-related costs. State law authorizes municipalities and counties to enact ordinances that impose impact fees upon developers of land. The state statutes specify the types of public facilities for which impact fees may be imposed, specify the costs of those facilities that may be recovered through impact fees and prohibit local governments from imposing and collecting impact fees under provisions other than those authorized under the impact fee statute.

MO# 1709

BURKE	Y	N	A
DECKER	Y	N	A
GEORGE	Y	N	A
JAUCH	Y	N	A
WINEKE	Y	N	A
SHIBILSKI	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
JENSEN	Y	N	A
OURADA	Y	N	A
HARSDORF	Y	N	A
ALBERS	Y	N	A
GARD	Y	N	A
KAUFERT	Y	N	A
LINTON	Y	N	A
COGGS	Y	N	A

AYE 15 NO 1 ABS 0

TRANSPORTATION

Public-Private Partnerships

Motion:

Move to authorize DOT to enter into build-operate-lease or transfer agreements with private entities for the construction of transportation projects and for the maintenance and operation of transportation projects. Permit projects to be completed on state-owned land. Prohibit DOT from entering into agreements unless the Department determines: (1) the agreement advances the public interest; (2) the entity has prior experience in design, construction, site development and environmental impact analysis; and (3) the entity has the capability to maintain and operate the facility, if the project is not expected to be purchased by the state upon its completion. Require agreements to contain the following provisions: (1) a provision specifying that the entity hold title to the project until the title is transferred to the Department via lease with option to purchase or via purchase at fair market value; (2) if the agreement contains a lease requiring the future payment of state funds, a provision containing a statement to the effect of future lease payments being contingent on the appropriation of funds to make the payments; (3) a provision specifying that the project shall be constructed in accordance with requirements and specifications approved by DOA, if the project is a transportation administrative facility, or by DOT; (4) a provision permitting inspection during construction by DOT or DOA until title is transferred to the state; (5) a provision specifying that any operation and maintenance under the agreement by the private entity shall be conducted in accordance with DOT requirements and specifications; and (6) a provision establishing a mechanism for the resolution of disputes. Require DOT to conduct a study of the feasibility and desirability of build-operate-lease or transfer agreements, including any cost savings that may be realized, and submit a report on the agreements to the Governor, chief clerk of each house of the Legislature and the appropriate standing committees of the Legislature by July 1, 1998.

Note:

This proposal would authorize DOT to enter agreements with businesses to construct, operate, lease or transfer transportation projects and facilities for DOT operations.

MO# 1707

BURKE	(Y)	N	A
DECKER	Y	(N)	A
GEORGE	Y	(N)	A
JAUCH	Y	(N)	A
WINEKE	X	(N)	A
SHIBILSKI	(Y)	N	A
COWLES	(Y)	N	A
PANZER	(Y)	N	A
JENSEN	(Y)	N	A
OURADA	(Y)	N	A
HARSDORF	(Y)	N	A
ALBERS	(Y)	N	A
GARD	(Y)	N	A
2 KAUFERT	(Y)	N	A
LINTON	Y	(N)	A
COGGS	Y	(N)	A

AYE 10 NO 6 ABS 0