



# TRANSPORTATION PROJECTS COMMISSION



## STATUTORY CHANGE

13.489 Transportation projects commission. (1) CREATION. There is created a transportation projects commission consisting of the governor, 3 citizen members appointed by the governor to serve at his or her pleasure, and 5 senators and 5 representatives to the assembly appointed as are the members of standing committees in their respective houses. Of the members from each house, 3 shall be chosen from the majority party and 2 shall be chosen from the minority party. The secretary of transportation shall serve as a nonvoting member. The governor shall serve as chairperson. Citizen members of the commission shall be reimbursed for their actual and necessary expenses incurred as members of the commission from the appropriation under s. 20.395(5)(aq).

(2) DEPARTMENT TO REPORT PROPOSED PROJECTS. The department of transportation shall report to the commission not later than September 1 of each even-numbered year and at such other times as required under s. 84.013(6) concerning its recommendations for adjustments in the major highway projects program under s. 84.013.

(3) ASSISTANCE TO COMMISSION. The department of transportation shall assist the commission in the performance of its duties. The department of transportation shall, when requested by the commission, make or cause to be made such studies, and cost estimates with respect to any proposed project as are necessary to permit the commission to consider the project. The costs of such studies shall be charged to the appropriate program appropriation under s. 20.395.

(4)(a) REVIEW OF PROJECTS. All reports submitted as provided by sub. (2) shall be reviewed by the commission. The commission shall report its recommendations concerning major highway projects to the governor or governor-elect, the legislature and the joint committee on finance no later than December 1 of each even-numbered year or within 30 days following submission of a report under s. 84.013(6). The commission may recommend approval, approval with modifications, or disapproval of any project.

(4)(b) The commission may include in the report in par. (a) its designation of highway improvement projects under s. 84.013(6m) as major highway projects.



# TRANSPORTATION PROJECTS COMMISSION



## STATUTES PERTAINING TO MAJOR HIGHWAY PROJECTS

20.395(3)

(bq) MAJOR HIGHWAY DEVELOPMENT, STATE FUNDS. As a continuing appropriation, the amounts in the schedule for major development of state trunk and connecting highways.

(bv) MAJOR HIGHWAY DEVELOPMENT, LOCAL FUNDS. All moneys received from any local unit of government or other source for major development of state trunk and connecting highways, for such purposes.

(bx) MAJOR HIGHWAY DEVELOPMENT, FEDERAL FUNDS. All moneys received from the federal government for major development of state trunk and connecting highways, for such purposes.

20.395(6)

(6) DEBT SERVICES. (aq) PRINCIPAL REPAYMENT AND INTEREST, TRANSPORTATION FACILITIES, STATE FUNDS. A sum sufficient to reimburse s. 20.866(1)(u) for the payment of principal and interest costs incurred in financing the acquisition, construction, development, enlargement or improvement of transportation facilities under ss. 84.51, 84.52, 84.53 and 85.095(2).

84.06(10) Study Required For Highway Development Projects. The department shall conduct a study of the costs and benefits of each major highway development project which is commenced after July 1, 1980, and funded from appropriation under s. 20.395(3)(bq).

84.013 Highway Projects. (1) In this section:

(a) "Major highway project" means a project which has a total cost of more than \$5,000,000 and which involves either of the following:

1. Constructing a new highway 2.5 miles or more in length.
2. Reconstructing or reconditioning an existing highway by either of the following:
  - a. Relocating 2.5 miles or more of the existing highway.
  - b. Adding one or more lanes 5 miles or more in length to the existing highway.



(b) "Reconditioning" means work in addition to resurfacing. "Minor reconditioning" includes pavement widening and shoulder paving. "Major reconditioning" includes improvement of an isolated grade, curve, intersection or sight distance problem to improve safety. Major reconditioning projects may require additional property acquisition.

(c) "Reconstruction" means total rebuilding of an existing highway to improve maintainability, safety, geometrics and traffic service. It is accomplished basically on existing alignment, and major elements may include flattening of hills and grades, improvement of curves, widening of the roadbed and elimination or shielding of roadside obstacles. Normally reconstruction will require additional property acquisition.

(d) "Resurfacing" means placing a new surface on an existing highway to provide a better all-weather surface and a better riding surface, and to extend or renew the pavement life. It generally involves no improvement in capacity or geometrics. Resurfacing may include some elimination or shielding of roadside obstacles, culvert replacements, signals, marking, signing and intersection improvements. Usually no additional property acquisition is required; except possible minor acquisition for drainage and intersection improvements.

(2)(a) Major highway projects shall be funded from the appropriations under ss. 20.395(3)(bq) to (bx) and (gq) to (gx) and (5)(jq) and 20.866(2)(ur) to (uu).

(b) Reconditioning, reconstruction and resurfacing of highways shall be funded from the appropriations under s. 20.395(3)(cq) to (cx) and (gq) to (gx).

(3) The department may proceed with construction of the following major highway projects:

(a) USH 12/18 extending easterly from the intersection with Fish Hatchery road to I 90, designated as the south Madison beltline, in Dane county.

(b) USH 18/151 between Ridgeway and Mt. Horeb in Dane and Iowa counties.

(c) STH 16 between I 94 and STH 190 in Waukesha county.

(d) USH 51 between CTH "S" and USH 8, designated as the Tomahawk bypass, in Lincoln county.

(e) USH 45 between USH 41 and CTH "D", designated as the West Bend bypass, in Washington county.

(em) USH 45 between USH 41 and CTH "D", designated as the West Bend Bypass second roadway, in Washington County.

(f) USH 53 between Rice Lake and Trego in Barron and Washburn counties.

- (g) STH 167 between I 43 and Buntrock avenue in Ozaukee county.
- (h) STH 50 between STH 83 and I 94 in Kenosha county.
- (i) STH 172 between Webster avenue and I 43 in Brown county.
- (j) STH 23 between STH 32 and CTH "P" in Sheboygan county.
- (k) STH 16 between Bluff Pass road and CTH "OS" in La Crosse county.
- (l) USH 51 between the south Marquette county line and the north Waushara county line.
- (m) STH 16 between Oconomowoc and 0.8 mile east of CTH "PP", and STH 67 between Lexington drive and STH 16, in Waukesha county.
- (n) USH 45 between Clintonville and Marion, designated as the Clintonville relief route, in Waupaca county.
- (o) 43rd street between West Loomis road and West National avenue in Milwaukee county.
- (p) STH 29 between Wausau and Ringle in Marathon county.
- (q) STH 29 between Wausau and CTH "S", designated as the Wausau to Marathon City project, in Marathon county.
- (r) STH 23 between STH 32 and STH 57 in Sheboygan county.
- (s) USH 18/151 between CTH "Y" and Town Hall road, designated as the Dodgeville to Mount Horeb project, in Iowa and Dane counties.
- (t) STH 441 between the Little Lake Butte des Morts bridge and USH 41, designated as the tri-county expressway, in Calumet, Outagamie and Winnebago counties.
- (u) STH 29 between CTH "W" and the intersection of Memorial drive and Shawano avenue in Green Bay designated as the Shawano county line to Green Bay project, in Brown county.
- (v) New highway between the I 90, STH 157 interchange and STH 93, designated as the I 90 to Holmen project, in La Crosse county.
- (vc) USH 8 extending easterly 6.5 miles from the junction with STH 47 in the city of Rhinelander, designated as the Rhinelander beltline, in Oneida county.
- (vg) USH 18/151 extending easterly 7 miles from the east terminus of the Mt. Horeb bypass to the city of Verona in Dane county.
- (vL) STH 29 between Hillcrest road and Maple avenue, designated as the Shawano bypass, in Shawano county.
- (vp) STH 31 extending southerly between STH 50 and the state line in Kenosha county.

(vt) USH 45 extending 4.9 miles northerly and northwesterly between USH 45 one mile south of New London and USH 45 one mile north of New London, designated as the New London bypass, in Outagamie county.

(vx) USH 51 between USH 8 and CTH "K" in Lincoln and Oneida counties.

(w) USH 151 between Sun Prairie and that portion of USH 151 designated as the Columbus bypass, in Dane and Columbia counties.

(wg) A state trunk highway in the city of Milwaukee extending from the southerly terminus of the Daniel Webster Hoan Memorial bridge southerly approximately 3 miles on or adjacent to the Chicago and Northwestern railroad right-of-way to the intersection with East Layton avenue, designated as the Lake Arterial project, in Milwaukee county.

(wr) USH 53 extending approximately 7.4 miles between Solon Springs and Hawthorne in Douglas county.

(x) USH 18 extending easterly 7.5 miles from Manhattan drive in Waukesha county to the western Milwaukee county line.

(4)(a) In preparation for future major highway projects, the department may perform preliminary engineering and design work and studies for possible major highway projects not listed under sub. (3), but no major highway may be constructed unless the project is listed under sub. (3) or approved under sub. (6).

(4)(b) The department may not, within any 6-year period, construct a highway project consisting of separate contiguous projects which do not individually qualify as major highway projects but which in their entirety would constitute a major highway project without specific authorization under sub.(3), except as provided in sub. (6).

(5) Commencing with the 1985-87 biennial budget bill and biennially thereafter, the department shall request adjustments to the list of major highway projects under sub. (3) as listed projected are completed, projects are approved under sub. (6) and new projects are ready for construction. The department shall submit the proposed biennial adjustments for major highway projects to the transportation projects commission for review and recommendation as provided under s. 13.489.

(6) If following the enactment of the biennial budget bill the department determines that a highway project which was initially planned or designed as a reconditioning, reconstruction or resurfacing project is a major highway project and is ready for construction, the department shall submit the proposal for the specific project to the transportation projects commission for review and recommendation as provided under s. 13.489. After the transportation projects commission has submitted its report on the project, the department may request approval of the specific project as a major highway project from the joint committee on finance. If the joint committee on finance approves the project, the committee shall make such transfer of funds among the highway appropriations as deemed necessary and the department may proceed with construction.

(6)(m) Notwithstanding sub.(1)(a). if a highway improvement project within the corporate limits of a city or village has a cost of more than \$2,000,000. the city or village may, by resolution, petition the transportation projects commission to designate the project as a major highway project. This subsection does not apply to a highway improvement project on a freeway within the corporate limits of a city or village. The department may not construct a highway improvement project designated as a major highway project by the transportation projects commission under this subsection without specific authorization under sub.(3).

(7)(a) No state or federal funds appropriated for the department may be expended for any highway construction, reconstruction or reconditioning which results in additional lanes on I 43 between Bender road and the north Ozaukee county line in Milwaukee and Ozaukee counties.

(b) Nothing in par. (a) prohibits expenditure of state or federal funds for maintenance or resurfacing of that portion of I 43 specified in par. (a).

(8)(a) No state or federal funds appropriated for the department may be expended for any highway construction, reconstruction or reconditioning which results in additional lanes on STH 145 between North 19th street and North 35th street in Milwaukee county.

(b) Nothing in par. (a) prohibits expenditure of state or federal funds for maintenance, resurfacing, reconditioning or reconstruction which does not result in additional lanes on that portion of STH 145 specified in par. (a). No business or residence may be relocated or displaced in order to make an improvement or conduct maintenance permitted under this paragraph.

84.59 FUNDING OF TRANSPORTATION FACILITIES AND HIGHWAY PROJECTS. (1) Transportation facilities under s. 84.01(28) and major highway projects as defined under s. 84.013(1)(a) for the purposes under ss. 84.06 and 84.09 may be funded with the proceeds of revenue obligations issued subject to and in accordance with subch. II of ch. 18.

(2) The department may, under s. 18.56(5) and (9)(j), deposit in a separate and distinct fund outside the state treasury, in an account maintained by a trustee, revenues derived under s. 341.25. The revenues deposited are the trustee's revenues in accordance with the agreement between this state and the trustee or in accordance with the resolution pledging the revenues to the repayment of revenue obligations issued under this section.

(3) The secretary may pledge revenues received or to be received in the fund established in sub.(2) to secure revenue obligations issued under this section. The pledge shall provide for the transfer to this state of all pledged revenues, including any interest earned on the revenues, which are in excess of the amounts required to be paid under s. 20.395(6)(as). The pledge shall provide that the transfers be made at least twice yearly, that the transferred amounts be deposited in the

transportation fund and that the transferred amounts are free of any prior pledge.

(4) The department shall have all other powers necessary and convenient to distribute the pledged revenues and to distribute the proceeds of the revenue obligations in accordance with subch. II of ch. 18.

(5) The department may enter into agreements with the federal government or its agencies, political subdivisions of this state or private individuals or entities to insure or in any other manner provide additional security for the revenue obligations issued under this section.

(6) Revenue obligations may be contracted by the building commission when it reasonably appears to the building commission that all obligations incurred under this section can be fully paid from moneys received or anticipated and pledged to be received on a timely basis. Revenue obligations issued under this section shall not exceed \$383,300,000 in principal amount, excluding obligations issued to refund outstanding revenue obligations. Not more than \$324,700,000 of the \$383,300,000 may be used for transportation facilities under s. 84.01(28) and major highway projects under ss. 84.06 and 84.09.

(7) Unless otherwise expressly provided in resolutions authorizing the issuance of revenue obligations or in other agreements with the holders of revenue obligations, each issue of revenue obligations under this section shall be on a parity with every other revenue obligation issued under this section and in accordance with subch. II of ch. 18.

84.025 HIGHWAY AND BRIDGE PROJECTS. The department shall adopt by rule criteria for selecting and evaluating all highway and bridge projects which are constructed from the appropriations under s. 20.395(3)(bq), (bv), (bx), (cq), (cv), (cx), (dq), (dv), or (dx).

1983 WISCONSIN ACT 27 SECTION 2203 Initial Applicability  
(51)(c) Major highway projects.

1. Except as provided in subdivision 2, the treatment of section 84.013 of the statutes by this act first applies to major highway projects on the effective date of this act.

2.a. The treatment of section 84.013 of the statutes by this act first applies to interstate projects funded under section 20.395(3)(gq) to (gx) of the statutes initiated on July 1, 1985.

1985 WISCONSIN ACT 29 SECTION 3051 NON STATUTORY PROVISION

(6p) 43RD STREET CONSTRUCTION AND REDEVELOPMENT. (a) The department of transportation, to the extent practicable, shall complete the construction of the 43rd Street project authorized in section 84.013(3)(o) of the statutes by this act by January 1, 1988.

(b) Costs of the project authorized in section 84.013(3)(o) of the statute by this act which are eligible for state funding include the following:

1. Sewer main rehabilitation and water main rehabilitation which are determined by the department of transportation in consultation with the village of West Milwaukee to be necessary to preserve the integrity of the highway constructed under the project.

2. Activities related to determining whether the demolition of buildings located on lands and property previously acquired for the Stadium Freeway South was conducted properly.

3. Activities related to correcting errors, in any, in the conduct of the demolition of the buildings in subdivision 2 in order to permit the redevelopment of the lands and property previously acquired for the Stadium Freeway South.

(c) The department of transportation shall transfer the jurisdiction of the highway authorized in section 84.013(3)(o) of the statutes by this act to the governmental unit or units in which the highway is located upon completion of the highway project.

(9m) USH 18/151 CONSTRUCTION. The department of transportation shall complete the studies and engineering and design work necessary to permit the department to begin the acquisition of right-of-way for construction of the 2nd roadway of USH 18/151 between Mt. Horeb and Verona by June 30, 1988.

(17) USH 12/NORTH CROSSING BRIDGE AND HIGHWAY. The department of transportation shall conduct preliminary engineering work in the 1985-87 biennium for a USH 12/North Crossing bridge and highway project in Eau Claire county and, from the appropriation under section 20.395(3)(bq) of the statutes, shall allocate \$2,000,000 in the 1985-87 biennium for this purpose.

#### 1987 WISCONSIN ACT 27 SECTION 3052

(12m) USH 151 CORRIDOR STUDY. The department of transportation shall study the traffic volume upon and the projected development needs of lands and property in the vicinity of USH 151 between that portion of USH 151 designated as the Columbus bypass and US 41 near Fond du Lac and shall determine, on the basis of the study, whether that portion of USH 151 specified in this subsection should be improved or reconstructed as a freeway or expressway. The department shall submit its findings and recommendations from the study to the chief clerk of each house of the legislature, under section 13.172(3) of the statutes, no later than December 31, 1990.

## BACKGROUND OF THE TRANSPORTATION PROJECTS COMMISSION

A major highway project is statutorily defined as a project that involves reconstructing or reconditioning an existing highway or constructing a new highway when the total project cost exceeds \$5 million and either (1) relocates a highway for 2.5 miles or more; or (2) adds additional lanes to an existing highway for 4 miles or more.

Major highway projects differ from routine highway projects in the Department's improvement program because of their high cost, their significant social, economic, and environmental impacts, the multi-year financial commitments they typically require, and the special public and legislative interest they command. Because major projects command so much interest, special procedures exist for the review and authorization of these projects.

### Transportation Projects Commission

In 1983, the Legislature created a ten-member (now 15-member) Transportation Projects Commission (TPC) to review and recommend major projects to the Governor and the Legislature. Chaired by the Governor, the bipartisan Commission includes five Senators, five Representatives and three citizen members. The Secretary of the Department of Transportation is a non-voting member.

DOT assists the TPC in its review of candidate major projects by analyzing the data associated with the projects. The Department's analysis describes and ranks each project with respect to (1) operational problems (accidents, congestion, and geometrics), (2) economic considerations (user benefits and user costs), and (3) "intangibles" (traffic considerations, community impacts, etc.). Based on the results of the analysis, and on comments at public hearings, the Department recommends new major highway projects to the Commission.

The Commission is responsible for recommending to the Governor and the Legislature major highway projects for construction. In 1983, twelve projects were approved by the Legislature for construction. In 1985, the TPC recommended ten major projects to the Legislature; and for 1987, the TPC has recommended an additional eight major projects.

### Statutory Enumeration of Projects

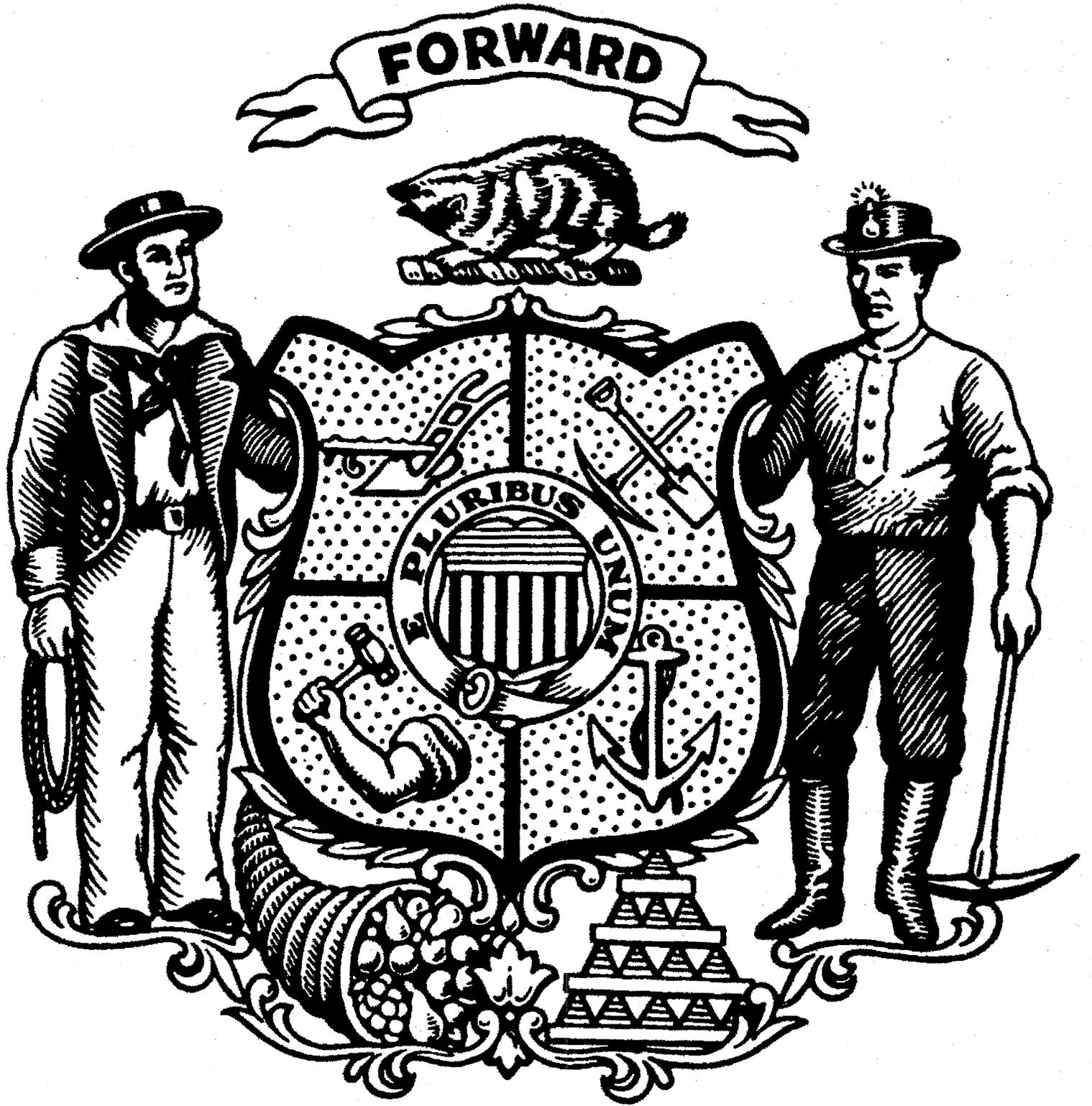
In addition to creating the Transportation Projects Commission, the 1983-85 biennial budget established a requirement that, prior to the construction of any major project, the project must be enumerated in the statutes for construction. The 1983-85 biennial budget enumerated twelve major projects for construction. The 1985-87 biennial budget enumerated an additional ten major projects for construction, which was the list recommended by the TPC. On the basis of the TPC's recommendations, the Department requested that eight additional projects be enumerated in the 1987-89 biennial budget. (See Attachment for the complete list.)

### Revenue Bond Financing

Prior to the 1983-85 biennial budget, the debt financing for the major projects program was provided through the issuance of general obligation bonds. With the expansion of the major projects program in the 1983-85 biennial budget, there was a decision to move the debt financing for the program to revenue bonds. This new financing device was intended to ensure that the bonding requirements of the accelerated major projects program would not adversely affect the credit rating of the state.

Under the revenue bond program, the bonds are secured through a pledge of vehicle registration revenues. At present, the total level of authorized revenue bonds is \$292.9 million, of which \$248.2 million may be used to fund eligible projects (including DOT administrative facilities).

END



END



# TRANSPORTATION PROJECTS COMMISSION



MINUTES OF NOVEMBER 10, 1988  
GOVERNOR'S CONFERENCE ROOM  
ROOM 115 EAST, STATE CAPITOL  
MADISON, WISCONSIN

9:30 a.m.-11:30 a.m., Thursday

## MEMBERS IN ATTENDANCE

Governor Tommy Thompson  
Senator Lloyd Kincaid  
Senator Joseph Andrea  
Senator Marvin Roshell  
Senator Alan Lasee  
Senator Barbara Lorman  
Representative Cletus Vanderperren  
Representative Joseph Tregoning

Representative Vernon Holschbach  
Representative Joseph Wineke  
Representative Heron Van Gorden  
David Bugher  
Butch Conradt  
Frank Pelisek  
Secretary Ronald R. Fiedler

## DOT STAFF PRESENT

Tom Walker  
Roger L. Schrantz  
Ernest F. Wittwer  
James Beckwith

Steve Watters  
Terry D. Mulcahy  
Stephen E. Schleck  
Doug Dalton

1. Governor Thompson called the meeting to order at 9:34 a.m.
2. Roll Call - All members present.
3. Minutes of the August 3 and August 30, 1988, meetings were approved.

Motion - Frank Pelisek  
Second - Representative Vanderperren  
Approved Unanimously

## 4. Study Conclusions - Fox River Valley Connector to Highway 29

Governor Thompson introduced Jim Beckwith of DOT's Division of Planning and Budget. Mr. Beckwith reviewed what had happened with the study up to this point, explaining that last August the Department concluded that Wisconsin should move ahead with the 29 Corridor. Also at that time, DOT was directed by the Commission to analyze Highway 45 and Highway 10 as alternative connectors to the Fox River Valley.

Mr. Beckwith reviewed a document which summarized the results of the Highway 45 vs. Highway 10 study. He pointed out that the study took into

account travel time, benefit/cost ratios, economic development benefits, capacity improvement needs, traffic volumes, and truck travel. He then summarized the study conclusions as follows:

- Select the Highway 10/51 Corridor as the multilane link between Highway 29 and the Fox Cities.
- Add Highway 10, between USH 41 and USH 51, to the Corridors 2020 plan as a multilane backbone route.
- Add Highway 45, between USH 41 and STH 29, to the Corridors 2020 plan as a connector route.

He concluded by stating that this report finalizes the Highway 29/45/10 Study.

Governor Thompson thanked Jim for the report and asked if there were any questions.

Senator Kincaid commented that while he would support DOT's evaluation of Highway 45 vs. 10, he was concerned that making Highway 10 part of the backbone system would preclude the northern counties from having quality access between the Fox Valley and the northern areas of the state. Governor Thompson responded that Corridors 2020 is an attempt to connect northern Wisconsin with the rest of the state.

#### 5. Corridors 2020 System Plan

Secretary Fiedler presented an update of the Corridors 2020 System Plan. A letter explaining recent changes to the plan was handed out. Secretary Fiedler explained that strong support was received for the Corridors 2020 initiative at a series of public meetings he and Secretary Mauer held in October on Corridors 2020. He pointed out routes that had been added as a result of the 2020 meetings. He emphasized that this is not the final plan; rather, Corridors 2020 is a continuing plan that will be updated as conditions change.

Secretary Fiedler stated that the Department is continuing to look at how goods and services are moved through the state and that efforts to identify solutions to urban needs are now underway. He said the process involving discussions with urban-suburban local elected officials and their staff people about what needs to be done has already begun. Secretary Fiedler summarized his report by saying some tough decisions were made on connectors, and that the Corridors 2020 plan has received strong support.

#### 6. Major Projects Financing

The Governor introduced Roger Schrantz, who handed out a document titled "Major Projects Financing Level." Mr. Schrantz explained that the current majors funding level is \$68 million per year. He reviewed the factors the TPC may want to consider regarding the 1990-91 major project funding level. He then explained that implementing Corridors 2020 would eventually require a resource increase. He pointed out that the cash balance approach described at the August 30 meeting was a limited resource (approximately 4

years), and other resources would be required thereafter to sustain the Corridors 2020 initiative.

Representative Wineke asked what the term "resource increase" meant. Mr. Schrantz explained that Wisconsin gets back about \$100 million per year less than it pays in federal gas taxes. What he meant by a resource increase was first of all a positioning of Wisconsin to get back a larger percentage of what its citizens pay in federal motor fuel taxes.

Representative Vanderperren asked how many states lose like Wisconsin does. Mr. Schrantz responded, "At least 20." Governor Thompson commented that we're almost the lowest state in what we get back, and that we're going to make an all-out effort to get a better shake in Washington.

#### 7. DOT's Major Projects Recommendations

The Governor introduced Terry Mulcahy of DOT's Division of Highways and Transportation Services, who reviewed the DOT's recommendations and project concepts.

#### 8. Commission's Recommendations to the Governor and Legislature

Representative Tregoning moved that "the Transportation Projects Commission recommend STH 60, Hartford to US 41, for enumeration and to be funded as proposed by the Department of Transportation at the June 14, 1988, meeting of the Transportation Projects Commission." Senator Lasee seconded the motion.

Secretary Fiedler and Governor Thompson reviewed the project. Representative Vanderperren asked for the approximate cost of the project. Secretary Fiedler responded, "\$2 million" over the cost of the originally proposed 3R project. Motion carried unanimously.

David Bugher moved that "the Transportation Projects Commission recommend that the Department of Transportation propose a statutory amendment excluding from the definition of a major highway project approaches to bridges over rivers forming boundaries of the state." Butch Conrad seconded the motion.

Secretary Fiedler explained that with the Stillwater Bridge, if the approaches are a major project, it would have to be enumerated separately. DOT recommends a statutory amendment so that we can proceed with the bridge and the approaches as one project and move along with Minnesota.

Motion carried unanimously.

Senator Marvin Roshell moved that "the Transportation Projects Commission recommend that the funding level for the Major Highway Program be set at \$88 million annually, expressed in 1988 dollar value."

Representative Vanderperren seconded the motion. Senator Andrea stated as a member of Joint Finance that he would like to see the \$88 million level raised. He underscored, for the record, "We want these projects, we should step it up, and we should put more money on the line to do it."

Representative Wineke commented that he feels that anything we can do to slow the gas tax and registration fee hikes in this state is important. He went on to say that he supports the DOT's cash management proposal that would provide an additional \$20 million of funding.

Butch Conrardt commended Governor Thompson for taking the initiative to update our highway system to the level it should be at.

Motion carried unanimously.

Representative Vanderperren moved that "the Transportation Projects Commission recommend the following projects for enumeration:

1. USH 151, Columbus to Beaver Dam.
2. STH 35, the River Falls Beltline.
3. USH 12, Sauk City to Middleton.
4. STH 124, the North Crossing.
5. USH 61/151, Sandy Hook to Dickeyville.
6. STH 26, the Fort Atkinson Bypass.
7. USH 41, Abrams to Oconto.
8. USH 41, CTH "00" to Breezewood Lane Interchange.
9. STH 54, Wisconsin Rapids to Plover.
10. Highway 53, Solon Springs to Trego.
11. STH 50, the New Munster Bypass.
12. USH 51, Merrill to CTH "S".
13. STH 29, the Chippewa Falls Bypass.
14. USH 18/151, the Verona Bypass.
15. STH 31, Burlington to STH 100."

Frank Pelisek seconded the motion. Representative Wineke asked for a commitment from Secretary Fiedler that the Verona Bypass would not go through the center of Verona. Secretary Fiedler committed to it. Representative Wineke stated that he would vote for the motion made by Representative Vanderperren but pointed out that he was concerned about the ranking system. He asked that the system be looked at again in two years; he believes there is too much subjectivity in the system. Secretary Fiedler explained that the criteria was changed; we weighted economic development a little heavier. He said we will take another look at the system to see if we need to make any changes.

Motion carried unanimously.

#### 9. New Business

Referring to the Corridors 2020 Plan, Senator Kincaid requested that the DOT restudy the four-lane highway on 51 going into the Town of Minocqua and consider a four-lane highway going into Rhinelander on Highway 8. Secretary Fiedler said DOT will restudy the four-lane going into Minocqua and will take Senator Kincaid's suggestion regarding Highway 8 under consideration.

Motion was made to adjourn by Representative Tregoning. Motion carried.  
Meeting adjourned at 10:45 a.m.