

Budget Amendments 1999- 2000

Statement of Intent

Department of Transportation. This amendment would transfer up to \$12,250,000 in Stewardship Program funds to reimburse the Department of Transportation for expenditures made by DOT to comply with an agreement to reconstruct US Highway 12 between Middleton and Lake Delton.

Legislator

Brandemuehl

Amendment#

Staff contact

Sheri

Status

Agency

DOT

Tax Cut

Summary

Currently, the Department of Natural Resources administers the Stewardship Program for the acquisition of land or easements for conservation purposes, and restoration of wildlife habitat. In March of 1999, DOT reached an agreement on construction of USH 12 between Middleton and Lake Delton with state, federal and private parties. This amendment would utilize Stewardship Program funds to reimburse the Department of Transportation for expenditures made by DOT to comply with this agreement.

Fiscal Impact

This amendment would transfer up to \$12,250,000 from the Stewardship fund to the transportation fund over the next five years. It includes: a) \$1,000,000 annually for five years between 1999-00 and 2003-04 for land acquisitions, purchase of easements and other rights in land to protect the forest resources in the Baraboo Range National Natural Landmark (BRNNL) or the amount allocated for that purpose in each year by DOT, whichever is less; b) \$1,000,000 annually for five years for the acquisition of scenic, conservation or agricultural easements, lands or development rights from willing sellers in northwestern Dane County, or the amount allocated for that purpose by DOT in each of those years, whichever is less; c) \$250,000 for the purchase of scenic, conservation or agricultural easements, lands or development rights from willing sellers in Sauk County outside the BRNNL, or the amount allocated for that purpose by DOT whichever is less; and d) \$2,000,000 for Ice Age Trail acquisitions and improvements within the approved trail corridors in the vicinity of USH 12, or an amount equal to the federal transportation enhancements funds spent for that purpose, whichever is less.

ARC Analyst

Miller

86.31 Local roads improvement program. (1) DEFINITIONS. In this section:

(a) "County highway improvement program [CHIP]" means the county share of the local road improvement program, as defined in (3) (b) 1.

(ag) "County highway improvement program—discretionary [CHIP-D] means the county allocation described in (3g).

(aak) "County highway improvement program district" means a group of counties established by the department by rule under sub. (6) (f).

(am) "County highway improvement program district committee" means a committee established by the department by rule under sub. (6) (f) consisting of not more than 5 county executives or county board chairpersons in counties that do not have county executives, or their designees, from counties within a county highway improvement program district composed of all county highway commissioners in each transportation district of the department of transportation.

(ar) "Entitlement" means the amount of aid made available under sub. (3) for reimbursement within a county for the components specified in sub. (3) (a) 1. to 3.

(b) "Improvement" means a highway construction project with a projected design life of at least 10 years or a feasibility study of a highway construction project with a projected design life of at least 10 years.

(c) "Local roads" means county trunk highways, town roads, or streets under the authority of cities or villages.

(d) "Political subdivision" means a county, city, village or town.

(e) "Program" means the local roads improvement program.

(2) ADMINISTRATION. (a) The department shall administer a local roads improvement program to accelerate the improvement of seriously deteriorating local roads by reimbursing political sub-divisions for improvements. The selection of improvements that may be funded under the program shall be performed by officials of each political subdivision, consistent with the requirements of subs. (3), (3g) and (3m). The department shall notify each county highway commissioner of any deadline that affects eligibility for reimbursement under the program no later than 15 days before such deadline.

(b) Except as provided in par. (d), improvements for highway construction projects funded under the program shall be under contracts. Such contracts shall be awarded on the basis of competitive bids and shall be awarded to the lowest responsible bidder. If a city, village or town does not receive a responsible bid for an improvement, the city, village or town may contract with a county for the improvement.

Draft Amendment to s. 86.31, Stats. - For Discussion Only - 10 June 1999

(c) Improvements consisting of feasibility studies funded under the program may be performed by political subdivisions or the department of transportation, including the making and execution of all contracts.

(d) County trunk highway improvements funded under the program, including the hauling and laying of asphaltic hot mix, may be performed by county highway departments, subject to the following restrictions:

~~1. No improvement may exceed \$100,000, or 0.5% of the total funds allocated to counties for county trunk highway improvements under sub. (3) (b) 1. during the current biennium, whichever is greater. Counties may do work under CHIP or CHIP-D if they demonstrate the work will be cost-effective.~~

~~2. Work performed by any county highway department shall not exceed 40% of its county trunk highway improvements funded under the program. Each county must let to contract an amount not less than CHIP and CHIP-D funds received.~~

~~3. Work performed within any county highway improvement district by county highway departments shall not exceed 30% of the biennial amount allocated for county trunk highway improvements within such district.~~

4. Contracts for the purchase of asphaltic hot mix shall be awarded on the basis of competitive sealed bidding.

5. Each county highway improvement program district committee shall ~~be responsible for ensuring compliance with this paragraph~~ review and approve cost-effectiveness findings, before counties can do work under CHIP or CHIP-D.

(e) The department of transportation may not require as a condition of reimbursement that the design and construction of any improvement with eligible costs totaling \$50,000 or less be certified by a registered professional engineer.

(3) DETERMINATION OF ENTITLEMENT. (a) For purposes of entitlement, the program shall consist of the following components:

1. County trunk highway improvements.
2. Town road improvements.
3. City and village street improvements.

(b) From the appropriation under s. 20.395 (2) (fr), after first deducting the funds allocated under subs. (3g) and (3m), the department shall allocate funds for entitlement as follows:

1. For county trunk highway improvements, 43%.

2. For town road improvements, 28.5%.

3. For city and village street improvements, 28.5%.

(c) Entitlements for each component will be determined by a formula and calculated for each county, except that cities and villages with a population of 20,000 or more shall receive a proportionate share of the entitlement for city and village street improvements for the applicable county. No county may receive less than 0.5% of the total funds allocated to counties for county trunk highway improvements under par. (b) 1.

(3g) COUNTY TRUNK HIGHWAY IMPROVEMENTS. From the appropriation under s. 20.395 (2) (fr), the department shall allocate \$5,000,000 in each fiscal year to fund county trunk highway improvements with eligible costs totaling more than \$250,000. The funding of improvements under this subsection is in addition to the allocation of funds for entitlements under sub. (3).

(3m) TOWN ROAD IMPROVEMENTS. From the appropriation under s. 20.395 (2) (fr), the department shall allocate \$500,000 in each fiscal year to fund town road improvements with eligible costs totaling \$100,000 or more. The funding of improvements under this subsection is in addition to the allocation of funds for entitlements under sub. (3).

(4) REIMBURSEMENT FOR IMPROVEMENTS. All costs of an improvement funded under this section shall be the responsibility of the political subdivision. At the completion of an improvement, the political subdivision may apply to the department for reimbursement of not more than 50% of eligible costs in the manner and form prescribed by the department.

(5) EXCEPTIONS. Nothing in this section prevents improvements under other highway aid programs if applicable.

(6) RULES. The department shall promulgate rules to implement and administer the program. The rules shall include all of the following:

(a) Criteria for county administrative responsibilities.

(b) Reallocation of any uncommitted funds, including a procedure to reallocate uncommitted funds between counties.

(c) Formulas and procedures for entitlements and reimbursements for each program component under sub. (3) (a) 1. to 3.

(d) Procedures for reimbursements for county trunk highway improvements under sub. (3g) and for town road improvements under sub. (3m).

(e) Procedures for the selection and administration of improvements.

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(f) Procedures for the establishment, administration and operation of county highway improvement program districts and county highway improvement program district committees.

(g) Detailed criteria for the development of cost-effectiveness findings and a process for requesting departmental review of disputes, not including recourse to Chapter 227 review.

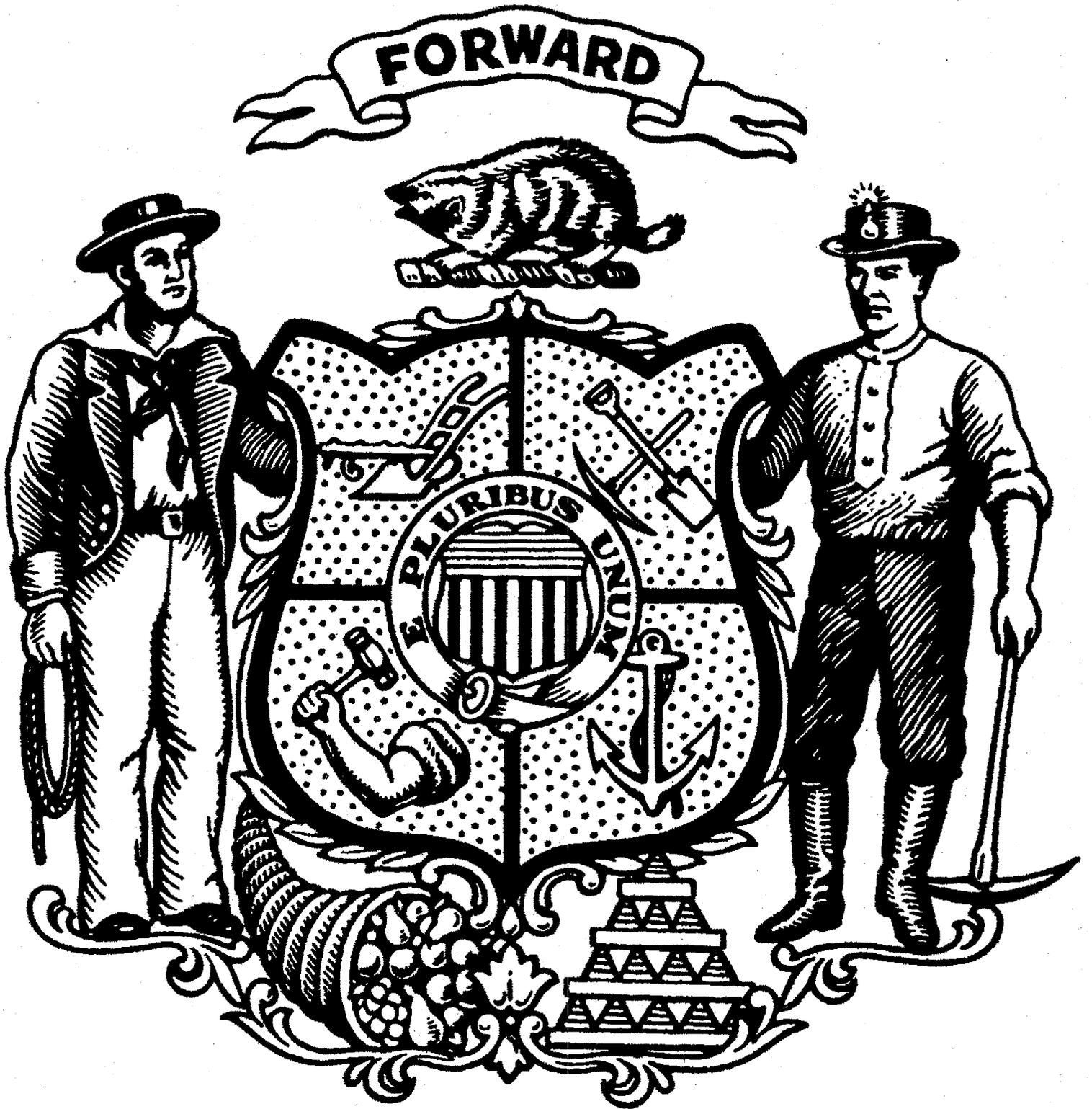
(h) For projects funded under (3) (b) 2. or (3m), criteria specifying when a town may award a project to a county, including, at a minimum:

1. A requirement to establish a written, sealed, pre-bid estimate prior to the the opening of bids, noting the source of the estimate. The pre-bid estimate will be a closed record prior to the opening of all bids received.

2. A requirement that a town may reject all bids received and then award a project to a county, provided that the lowest bid exceeds the pre-bid estimate by at least 10% and the town board contacts the lowest two bidders, or sole bidder if only one bid was received, to provide information on the accuracy of the pre-bid estimate.

3. A requirement that a town may award a project to a county only if the county quote is at least 10% below the lowest bid received. If the county quote is less than 10% below the lowest bid, the town may re-bid the project, if it chooses to.

END



END

Sent to Chris Harowe
6/10/99

DOT ITEMS OF CONCERN

JOINT FINANCE COMMITTEE VERSION

1999-01 Biennial Budget

1. **Comprehensive planning motion.** We have concerns regarding the establishment of state level goals and the requirement that all state agency activities/rules must be developed to meet these goals. The statutory goals do not include those consistent with the mission of transportation—safety, mobility, & economic development. In addition, the motion is drafted to require that state level plans must be consistent with local plans—this cannot be achieved with regional and statewide transportation system planning that crosses multiple jurisdictions.
2. **GTA Formula.** Suspending the GTA formula for two years by providing all units of government with a flat % increase, regardless of mileage or costs, is a bad precedent. Past experience has shown that it will be very difficult to return to any formula with some policy basis in the future. It is also confusing because the law will continue the existing formula calculations as if there were a formula but not use it to determine aids.
3. **Transit Assistance.** The level of funding provided is simply too high. Given the large increases in federal funds for systems it is reasonable to expect that they will have the incentive to back out local dollars. The changes in the tiers and formula reduce flexibility in distributed available dollars. It is also unclear how the new formula that relies on previous costs will be adjusted for inflation.
4. **Highway Rehabilitation Funding.** Funding provided is still below the rate of inflation and does not provide dollars for stormwater costs. Increases are provided through Federal funding, if federal funds do not materialize this program will take the funding cut.
5. **Bonding for Major Highways.** Increasing the share of bonding for this program is inconsistent with a policy of reducing debt. Once again, bonding is being used as a revenue source, not as a funding strategy.
6. **Midwest Express Taxation Proposal.** Although this item did not come up in JFC, we continue to be concerned about the revenue impacts to the fund and the implications for the Departments' airport improvement program.
7. **Utility Holding Company Assets Motion.** Although not adopted by JFC, there was a provision in this motion that would have exempted western Wisconsin utilities from reductions related to the NOX SIP call. This would force DNR to place the burden of additional pollution reductions on the mobile sector, specifically more stringent controls on autos now being inspected in southeastern Wisconsin under the Inspection/Maintenance program. We are opposed to this exemption.
8. **Aeronautics Fencing Motion.** This motion as adopted could be interpreted to make fencing costs a first draw on the airport improvement appropriation.
9. **DOT Long-Range Transportation Plan Review.** JFC new requirement to review state plans replaces the existing role of the transportation committees in the Legislature. We would question this process.
10. **Specific Project Motions.** We, in general, disagree with the concept of earmarking special projects in the statutes such as railroad stations, railroad crossings, sidewalks, and enhancement funding. These designations circumvent the procedures and competitive processes that we have created for determining project selection and are inherently unfair to the rest of the program applicants.

talk to
Gard

JFC adopted 9-7, remove it! (Smart Growth)

Not sure of impact. Restore formula

too high Gov. total of 6%

too low

52% (Gov) 54% (JFC) Gov - 53/52 JFC 53/54

want to help Midwest Express, but concerned re proposal

now, a non-issue

DOT providing language - give to Fred

pull JFC's action

pull earmark completely
can't improve

Hwy 59 - Duff motion

OCR -

move OCR budget from ~~DOT~~^{PSC} to DOT

JFC maintained current law

DOT / Fiscal Bur. providing language

RR Crossing Commission

- motion to clarify

JFC maintained current law

DMV - \$5 repeal fee (Stone doing motion)

Local exemption for gas tax

JFC defeated (Huber motion) ~~that~~⁴¹⁷

may be motion to allow exemption w/ offset

locals don't like it w/ offset

City of Mil. - seller notification

seller notify DOT, if fines + fees then know expensive for DOT

Enumeration

- Hwy 23 (Leibham, Kestel / Baumgart) (50th on DOT list)

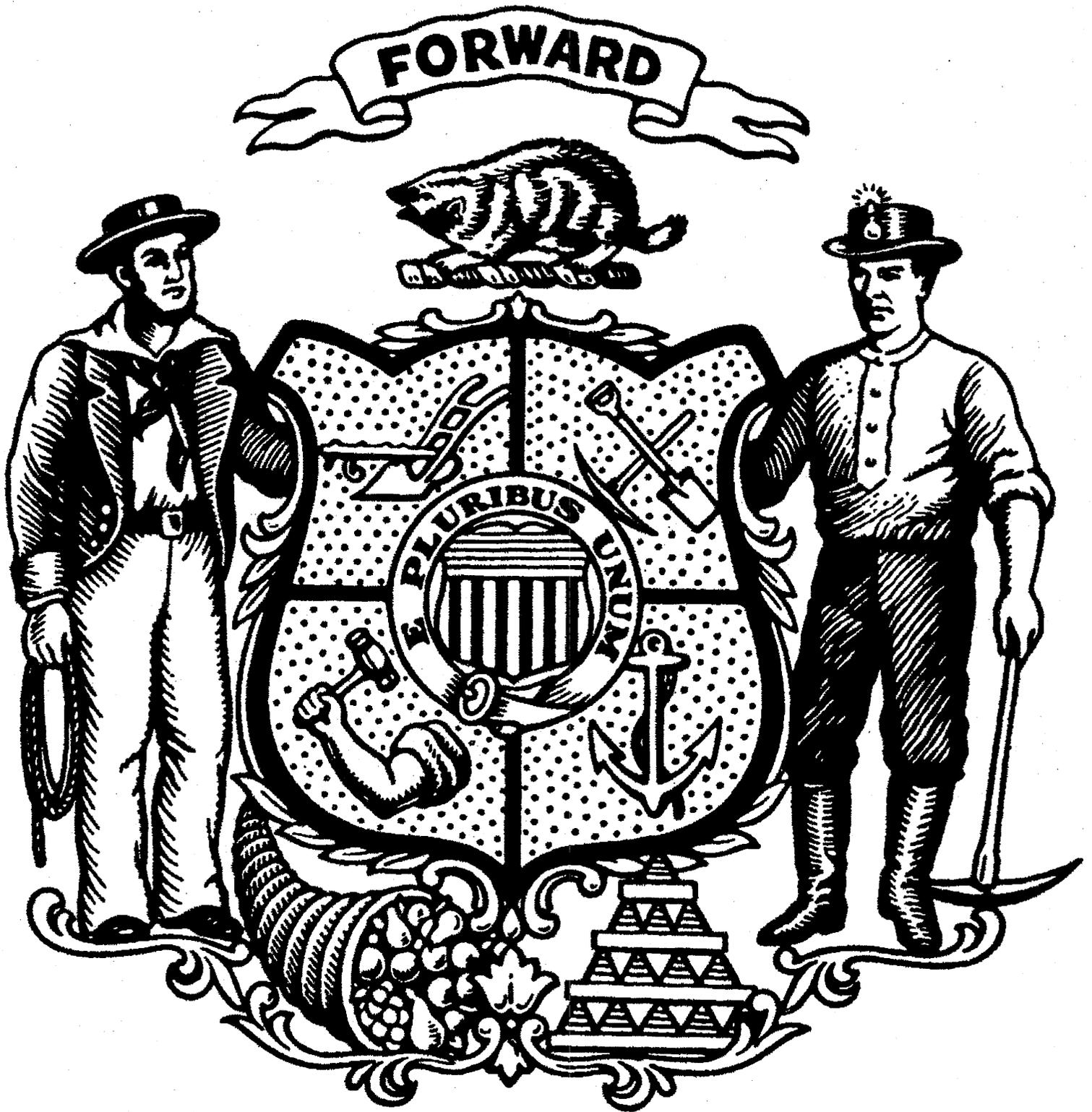
- Hwy 10 (Sudeu)

- I39 interchange (Petrovski)

- ask DOT to get fed. waiver, do feasibility study

- DOT ok w/ study

END



END

MEMORANDUM

To: Wisconsin Legislators

From: Tom Walker, Executive Director
WI Transportation Builders Association

Date: June 14, 1999

Re: **REGULATORY EXEMPTION AND LIABILITY IMMUNITY
REGARDING RECYCLABLE MATERIALS IN PUBLIC
WORK PROJECTS**

There is a clear consensus in Wisconsin that it is sound public policy to promote the use of recyclable materials in transportation projects. That consensus is reflected in a number of existing statutes and rules, namely, §§ 84.078, 292.11(9)(f) and 895.56, of the Wisconsin Statutes, and NR 538 of the Department of Natural Resources' rules. Unfortunately, that consensus has not resulted in a coherent statutory framework which provides adequate liability protection for those who implement that consensus, the transportation builders. That lack of adequate protection is of great concern to the Association.

Attached is proposed legislation which addresses that concern. The proposal is modeled after the recently enacted §895.56 (1998), which provides protection for transportation builders when petroleum-contaminated soil is encountered in a transportation project. Essentially, the proposed legislation creates a regulatory exemption and provides liability immunity for transportation builders, amongst others, who are handling recyclable materials ("special waste" in the legislation) in accordance with a contract for a public work project.

Given the emphasis on recycling in this budget, it is appropriate that the Legislature enact the proposed legislation. It is only fair that those implementing the existing policy consensus do not bear an unreasonable risk. A straightforward regulatory exemption and liability immunity provision are necessary to ensure that transportation and other public work builders are protected.

TW:sb

SECTION 1. 84.078 of the statutes is repealed.

SECTION 2. 895.58 of the statutes is created to read:

1 **895.58 Liability exemption; use of special waste under public work contracts. (1)** In this
2 section:

3 (a) "Department" means the department of natural resources.

4 (b) "Special waste" means any solid waste which is characterized for beneficial use in public
5 work projects by the department of natural resources. The department may characterize the solid
6 waste by rule, memorandum of understanding between itself and other state agencies or local
7 governmental units, or on a case-by-case basis. The department shall compile and maintain a list of
8 special wastes in a format readily available to the general public and only those wastes may be
9 required to be used in a public work project.

10 (c) "Local governmental unit" means a political subdivision of this state, a special purpose
11 district in this state, an agency or corporation of such a political subdivision or special purpose
12 district, or a combination or subunit of any of the foregoing.

13 (d) "Person" means an individual, owner, operator, corporation, limited liability company,
14 partnership, association, municipality, interstate agency, state agency, as defined in s. 1.12 (1) (b),
15 or federal agency.

16 (e) "Public work project" means any work done under contract to a state agency or local
17 governmental unit.

18 **(2)** Notwithstanding any other provision, special waste managed in accord with subsection (3)
19 is not subject to regulation as solid waste.

20 **(3)** A person is immune from any and all liability for the use of special waste on a public work
21 project or for damages resulting from the person's actions or omissions relating to the special waste

1 if all of the following apply:

2 (a) The acts or omissions by the person occurred while performing work under a contract for
3 a public work project including acts or omissions by any person who has a direct contractual
4 relationship with the prime contractor, as defined in s. 779.01 (2) (d), under a contract for a public
5 work project to perform labor or furnish materials.

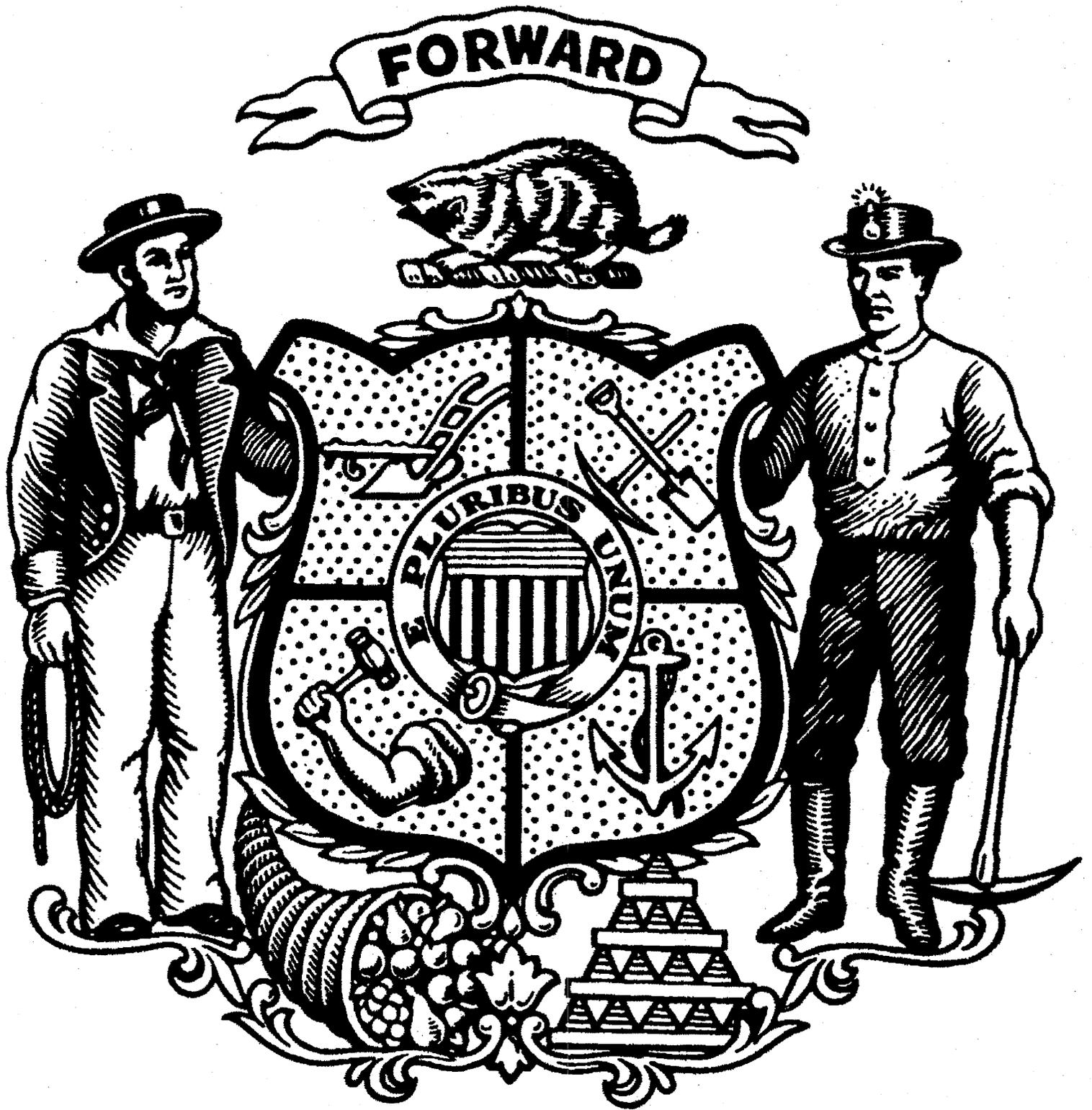
6 (b) The acts or omissions involving the special wastes were ~~authorized~~ ^{required or permitted} in a contract for a public
7 work project and the acts or omissions conformed to the provisions of the contract.

8 (4) Subsections (2) and (3) do not apply to any person to whom either of the following applies:

9 (a) The person's act or omission constitutes gross negligence or involves reckless, wanton or
10 intentional misconduct.

11 (b) The person causes personal injury or wrongful death.

END



END

OAAW

OUTDOOR ADVERTISING ASSOCIATION OF WISCONSIN

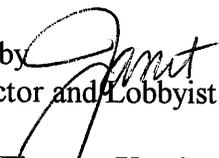
44 EAST MIFFLIN STREET, SUITE 101
MADISON, WISCONSIN 53703

June 15, 1999

608-286-0764

MEMORANDUM

TO: Representative Dave Brandemuehl
Representative Jeff Stone

FROM: Janet R. Swandby 
Executive Director and Lobbyist

RE: **Support for Joint Finance Version of the Budget RE: Billboard Fees**

The Governor's Biennial Budget contained additional monies to be collected as a **new annual fee** to be collected by the DOT for each billboard (outdoor advertising sign structure) in the State. DOT currently charges an application fee when a new billboard is constructed. This is a one-time fee.

The DOT package (which came out of Joint Finance on a 16-0 vote) contains language which would grant DOT the authority to collect a new annual permit fee, but would restrict the monies collected to the \$510,000 budgeted for the implementation of a new inventory of outdoor advertising signs.

The Joint Finance package is a compromise. The OAAW was opposed to any new fees on billboards. The package allows the fee, but restricts its use to a specific purpose -- a new program to be implemented by the DOT.

In achieving this compromise, the Joint Finance Committee took into consideration the fact that surrounding states do not have an annual fee (Illinois) or have fees much lower than those proposed by DOT for Wisconsin (Iowa - \$15-\$50/year; Michigan - \$25-\$40/year). According to the LFB, the Joint Finance action equates to an annual fee of \$46.

OAAW and a coalition of other business groups argued that it should not cost Wisconsin any more than surrounding states to regulate billboards. And the LFB noted in its briefing paper that the DOT planned to collect more with this new fee than it would need to regulate outdoor advertising. The fee would be, in fact, a new tax.

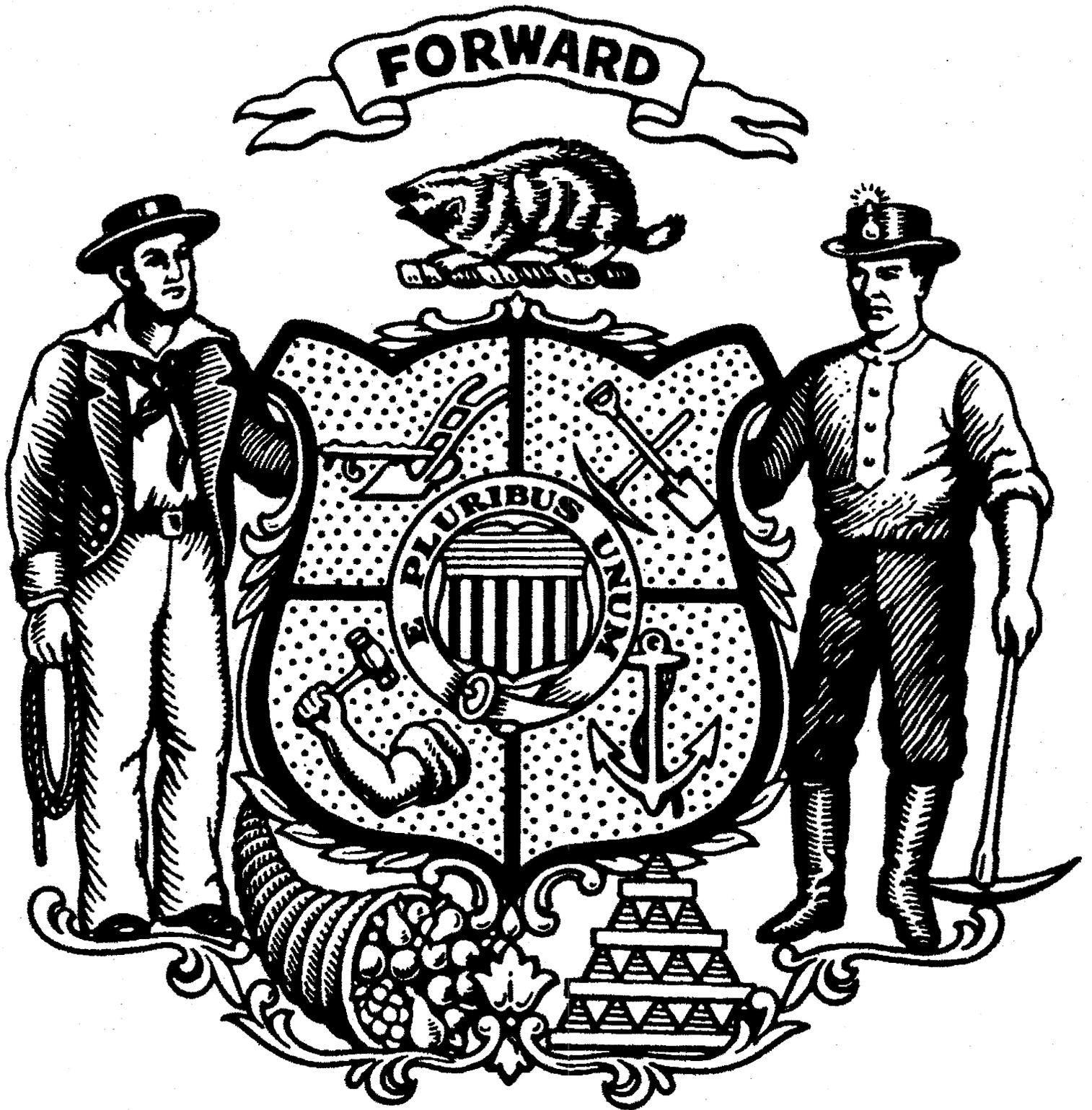
The coalition which supported the compromise on billboard fees included: The Wisconsin Restaurant Association, the Wisconsin Grocers Association, the Petroleum Marketers and Convenience Stores, the Association of Wisconsin Tourism Attractions, the Golf Course Owners of Wisconsin, the Wisconsin Auto and Truck Dealers, the Wisconsin Retail Lumber Association, and the Conference of Retail Associations.

The OAAW members ask that the Assembly Republican Caucus make no changes to the Joint Finance Committee version of the budget with regard to billboards. Thank you for your consideration.

If you have questions, please feel free to contact me.

JRS/

END



END

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ARC Analyst

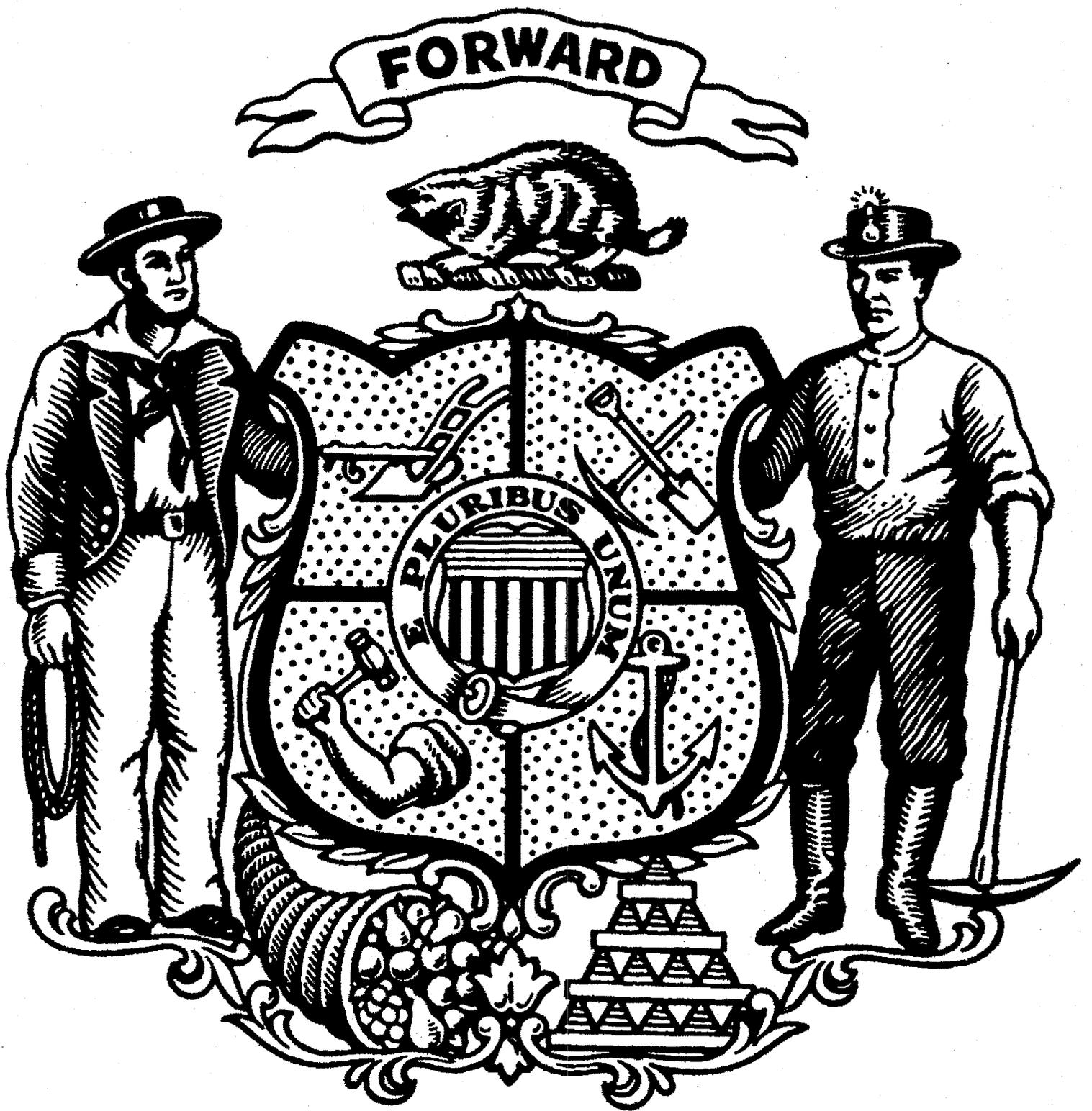
Miller

Approp	Appropriation Title	Fund	Base Level	Bill 1999-00	Bill 2000-01	JFC 1999-00	JFC 2000-01
(1) (az)	Corrections of transportation aid payments	SEG	0	0	0	0	0
(1) (aa)	Transportation aids to counties	SEG	78,744,300	79,925,500	81,106,600	81,106,700	83,886,400
(1) (ab)	Transportation aids to municipalities	SEG	247,739,100	251,262,000	254,784,900	255,171,300	263,916,400
(1) (ac)	Milwaukee urban area rail transit system planning	SEG	0	0	0	0	0
(1) (ad)	Demand management and ride-sharing grants	SEG	336,000	336,000	336,000	336,000	336,000
(1) (ae)	Urban rail transit system grants	SEG	0	0	0	0	0
(1) (af)	Transit and demand management aids	SEG-L	110,000	110,000	110,000	110,000	110,000
(1) (ag)	Transit and demand management aids	SEG-F	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
(1) (ah)	Elderly and disabled capital aids	SEG	797,800	797,800	797,800	853,600	913,400
(1) (ai)	Elderly and disabled county aids	SEG	6,439,600	6,432,800	6,831,800	6,890,400	7,372,700
(1) (aj)	Elderly and disabled aids	SEG-L	549,500	574,500	574,500	588,500	603,400
(1) (ak)	Elderly and disabled aids	SEG-F	1,400,000	1,500,000	1,500,000	1,500,000	1,500,000
(1) (al)	Highway safety, local assistance	SEG-F	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
(1) (am)	Connecting highways aids	SEG	12,851,900	12,851,900	12,851,900	12,851,900	12,851,900
(1) (an)	Flood damage aids	SEG	600,000	600,000	600,000	600,000	600,000
(1) (ao)	Lift bridge aids	SEG	1,350,000	1,350,000	1,350,000	1,763,400	1,925,000
(1) (ap)	County forest road aids	SEG	303,300	303,300	303,300	303,300	303,300
(1) (aq)	Expressway policing aids	SEG	900,800	900,800	900,800	970,800	970,800
(1) (ar)	Tier A transit operating aids	SEG	61,469,200	63,691,300	65,012,900	47,438,100	0
(1) (as)	Tier B transit operating aids	SEG	18,004,600	19,842,000	24,100,400	18,767,900	19,804,200
(1) (at)	Tier C transit operating aids	SEG	4,849,800	3,732,000	0	5,069,300	5,349,100
(1) (au)	Tier A-1 transit operating aids	SEG	0	0	0	13,388,900	53,555,600
(1) (av)	Tier A-2 transit operating aids	SEG	0	0	0	3,574,400	14,297,600
(2) (aw)	Accelerated local bridge improvement assistance	SEG	0	0	0	6,500,000	0
(2) (ax)	Accelerated local bridge improvement assistance	SEG-F	0	0	0	2,500,000	0
(2) (ay)	Rail service assistance	SEG	712,900	666,800	666,800	666,800	666,800
(2) (az)	Freight rail infrastructure improvements	SEG	4,079,800	3,579,800	3,079,800	3,579,800	3,079,800
(2) (ba)	Rail service assistance	SEG-L	500,000	500,000	500,000	500,000	500,000
(2) (bb)	Freight rail assistance loan repayments	SEG-L	1,500,000	2,000,000	2,500,000	2,000,000	2,500,000
(2) (bc)	Rail service assistance	SEG-F	50,000	50,000	50,000	50,000	50,000
(2) (bd)	Harbor assistance	SEG	588,100	586,800	586,800	586,800	586,800
(2) (be)	Rail passenger service	SEG	682,500	371,200	408,400	371,200	408,400
(2) (bf)	Intercity bus service	SEG	0	0	0	0	0
(2) (bg)	Passenger railroad station improvement grants	SEG	0	0	0	60,000	0
(2) (bh)	Passenger railroad station improvement grants	SEG-L	0	0	0	120,000	0
(2) (bi)	Rail passenger service	SEG-L	0	0	0	0	0
(2) (bj)	Rail passenger service	SEG-F	3,071,300	3,841,300	3,675,400	3,841,300	3,675,400
(2) (bk)	Intercity bus service	SEG-F	0	0	0	0	0
(2) (bl)	Aeronautics assistance	SEG	12,013,600	11,904,000	11,904,000	11,832,200	11,832,200
(2) (bm)	Airport perimeter deer fencing	SEG	0	0	0	0	0
(2) (bn)	Aviation career education	SEG	0	0	0	95,300	138,300
(2) (bo)	Aeronautics assistance	SEG-L	6,985,200	6,985,200	6,985,200	6,985,200	6,985,200
(2) (bp)	Aeronautics assistance	SEG-F	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
(2) (bq)	Highway and local bridge improvement assistance	SEG	8,478,800	8,472,300	8,472,300	8,472,300	8,472,300

Approp	Appropriation Title	Fund	Base Level	Bill 1999-00	Bill 2000-01	JFC 1999-00	JFC 2000-01
(2) (ev)	Local bridge improvement assistance	SEG-L	8,780,400	8,780,400	8,780,400	8,780,400	8,780,400
(2) (ex)	Local bridge improvement assistance	SEG-F	26,288,200	26,288,200	26,288,200	26,288,200	26,288,200
(2) (fr)	Local roads improvement program	SEG	20,656,200	20,656,200	20,656,200	20,656,200	20,656,200
(2) (fv)	Local transportation facility improvement assist.	SEG-L	33,928,200	33,928,200	33,928,200	33,928,200	33,928,200
(2) (fw)	Local transportation facility improvement assist.	SEG-F	71,379,700	71,379,700	71,379,700	71,379,700	71,379,700
(2) (g)	Railroad crossing protection inst. and maint.	SEG	0	0	0	0	0
(2) (gg)	Railroad crossing impr. and protection maint.	SEG	2,250,000	2,250,000	2,250,000	2,250,000	2,250,000
(2) (gr)	Railroad crossing impr. and protection inst.	SEG	450,000	450,000	450,000	450,000	450,000
(2) (gs)	Railroad crossing repair assistance	SEG	250,000	250,000	250,000	250,000	250,000
(2) (gw)	Railroad crossing improvement	SEG-L	0	0	0	0	0
(2) (gx)	Railroad crossing improvement	SEG-F	3,549,300	3,549,300	3,549,300	3,549,300	3,549,300
(2) (hg)	Multimodal transportation studies	SEG	750,000	750,000	750,000	750,000	750,000
(2) (hr)	Commuter rail studies	SEG	0	0	0	0	0
(2) (hv)	Commuter rail studies	SEG-L	0	0	0	0	0
(2) (hx)	Multimodal transportation studies	SEG-F	0	0	0	0	0
(2) (ig)	Transportation facilities economic assist. & dev.	SEG	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
(2) (iv)	Transportation facilities economic assist. & dev.	SEG-L	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
(2) (iw)	Transportation facility improvement loans	SEG-L	0	0	0	0	0
(2) (ix)	Transportation facilities economic assist. & dev.	SEG-F	0	0	0	0	0
(2) (jg)	Surface transportation grants	SEG	0	0	0	0	0
(2) (jv)	Surface transportation grants	SEG-L	580,000	580,000	580,000	580,000	580,000
(2) (jx)	Surface transportation grants	SEG-F	2,720,000	2,720,000	2,720,000	2,720,000	2,720,000
(2) (kv)	Congestion mitigation and air quality improvement	SEG-L	3,124,700	3,124,700	3,124,700	3,124,700	3,124,700
(2) (kx)	Congestion mitigation and air quality improvement	SEG-F	12,498,500	12,498,500	12,498,500	12,498,500	12,498,500
(2) (lv)	Transportation enhancement activities	SEG-L	1,562,000	1,562,000	1,562,000	1,562,000	1,562,000
(2) (lx)	Transportation enhancement activities	SEG-F	6,248,000	6,248,000	6,248,000	6,248,000	6,248,000
(2) (sv)	Milwaukee Lakeshore walkway	SEG-F	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
(2) (pu)	Trans. infrastructure loans, gifts and grants	SEG	0	0	0	0	0
(2) (pv)	Transportation infrastructure loans	SEG-S	0	0	0	0	0
(2) (pw)	Transportation infrastructure loans	SEG-L	0	0	0	0	0
(2) (px)	Transportation infrastructure loans	SEG-F	0	0	0	0	0
(3) (bq)	Major highway development	SEG	41,350,000	43,066,000	47,658,200	48,966,000	42,158,200
(3) (br)	Major highway development	SEG-L	110,935,300	113,210,300	114,407,200	113,210,300	119,907,200
(3) (bv)	Major highway development	SEG-F	0	0	0	0	0
(3) (bx)	Major highway development	SEG-L	55,620,100	57,328,100	57,948,500	57,328,100	57,948,500
(3) (cy)	State highway rehabilitation	SEG	256,751,300	255,923,300	255,923,300	250,684,000	247,536,200
(3) (cv)	State highway rehabilitation	SEG-L	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
(3) (cx)	State highway rehabilitation	SEG-F	276,675,000	283,280,100	292,828,300	295,390,200	301,215,500
(3) (eq)	Highway maintenance, repair and traffic ops.	SEG	147,594,600	150,149,000	158,817,600	154,228,300	154,738,300
(3) (ev)	Highway maintenance, repair and traffic ops.	SEG-L	250,000	250,000	250,000	250,000	250,000
(3) (ex)	Highway maintenance, repair and traffic ops.	SEG-F	880,000	1,194,000	1,194,000	1,194,000	1,194,000
(3) (iq)	Administration and planning	SEG	19,606,900	19,486,000	19,431,000	19,486,000	19,431,000
(3) (ir)	Disadvantaged business mobilization assistance	SEG	0	0	0	0	0
(3) (iv)	Administration and planning	SEG-L	0	0	0	0	0
(3) (ix)	Administration and planning	SEG-F	5,300,000	5,700,400	5,700,400	5,800,000	5,800,000

Approp	Appropriation Title	Fund	Base Level	Bill 1999-00	Bill 2000-01	JFC 1999-00	JFC 2000-01
(4) (aq)	Departmental management and operations	SEG	46,540,700	49,265,800	50,399,200	48,756,400	50,070,500
(4) (ar)	Minor construction projects	SEG	0	0	0	0	0
(4) (as)	Information technology development projects	PR-S	0	0	0	0	0
(4) (at)	Capital building projects	SEG-S	2,785,400	2,785,400	2,785,400	2,785,400	2,785,400
(4) (av)	Departmental management and operations	SEG-L	369,000	369,000	369,000	369,000	369,000
(4) (ax)	Departmental management and operations	SEG-F	13,340,000	13,677,900	13,715,300	13,677,900	13,715,300
(4) (ay)	Indirect cost reimbursements	SEG-F	0	0	0	0	0
(4) (bz)	Hazardous materials transportation fees	PR	79,300	0	0	0	0
(4) (ca)	Gifts and grants	SEG	0	0	0	0	0
(4) (cb)	Demand management	SEG	276,800	280,300	280,300	280,300	280,300
(4) (cc)	Data processing services	SEG-S	15,109,600	15,109,600	15,109,600	15,109,600	15,109,600
(4) (cd)	Fleet operations	SEG-S	11,693,400	11,985,200	12,185,200	11,985,200	12,185,200
(4) (ce)	Other department services, operations	SEG-S	1,043,000	1,051,100	1,051,100	1,051,100	1,051,100
(4) (cf)	Equipment acquisition	SEG	0	0	0	0	0
(4) (cg)	Operating budget supplements	SEG	0	0	0	0	0
(4) (ch)	Veh. registration, telephone renewals transactions	PR	0	0	0	0	0
(4) (ci)	Repaired salvage vehicle examinations	PR	0	0	0	0	0
(4) (cj)	Breath screening instruments	PR	0	0	0	0	0
(4) (ck)	Vehicle registration, special group plates	PR	0	290,900	0	290,900	0
(4) (cl)	Licensing fees	PR	0	0	0	0	0
(4) (cm)	Veh. reg., insp. & maint., driver lic. & air. reg.	SEG	65,406,200	67,987,200	68,939,300	67,741,100	68,595,300
(4) (cn)	Vehicle registration and driver licensing	SEG-F	200,000	200,000	200,000	200,000	200,000
(4) (co)	Escort, security and traffic enforcement services	PR	79,200	79,200	79,200	79,200	79,200
(4) (cp)	Traffic academy tuition payments	PR	170,700	341,500	374,300	341,500	374,800
(4) (cq)	Chemical testing training and services	PR	925,500	1,041,500	1,003,300	1,041,500	1,003,800
(4) (cr)	Public safety radio management	PR-S	178,400	202,200	202,200	202,200	202,200
(4) (cs)	Public safety radio management	PR	0	22,000	22,000	22,000	22,000
(4) (ct)	Veh. insp., traffic enforcement and radio manage.	SEG	42,088,700	42,927,400	44,022,300	42,926,900	44,019,200
(4) (cu)	Vehicle inspection and traffic enforcement	SEG-F	2,165,600	2,194,800	2,159,300	2,194,800	2,159,800
(4) (cv)	Motor veh. emission insp. and maint., cont. costs	SEG	7,881,700	7,881,700	7,881,700	7,881,700	7,881,700
(4) (cw)	Motor vehicle emission inspection and maintenance	SEG-F	2,052,600	2,528,000	2,854,300	2,528,000	2,854,800
(4) (cx)	Municipal and county registration fee	SEG-L	0	0	0	0	0
(4) (cy)	Pretrial intoxicated driver intervention grants	SEG	150,000	150,000	150,000	150,000	150,000
(4) (cz)	Principal repayment and interest, trans. facilities	SEG	6,422,000	6,110,100	6,015,300	6,110,100	6,015,300
(4) (da)	Principal repayment and interest, buildings	SEG	477,900	510,100	327,300	510,100	327,300
(4) (db)	Trans. fac. and hwy. proj. revenue oblig. repay.	SEG	0	0	0	0	0
(4) (dc)	Hwys., bridges & loc. trans. asst. clearing acct.	SEG	0	0	0	0	0
(4) (dd)	Hwys., bridges & loc. trans. asst. clearing acct.	SEG-F	0	0	0	0	0
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FAX TRANSMISSION

WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE OF GENERAL COUNSEL

Hill Farms State Office Building Room 115B P.O. Box 7910

Madison, Wisconsin 53707

608-266-0253

Fax: 608-267-6734

To: Rep. David Brandemuehl

Date: June 16, 1999

Fax #: 282-3649

Pages: 7 including cover
sheet

From: Allyn Lepasca

Subject: OCR Draft Legislation

This proposal is to change Sections 2309 and 9150(5) of Assembly Bill 133 so that a crossings entity reviews the orders of OCR relating to crossing improvements to make more efficient use of state and federal railroad crossing protection funds. The crossings entity will be permanent and its members will serve at the pleasure of the appointing authorities. It also provides the OR authority to apportion costs to municipalities.

Substitute the following for the Section 2309:
Section 195.28

Create (1m):

(1m) APPORTIONMENT OF EXPENSE. The office shall fix the proportion of the cost and expense of crossing protection devices and installation, or any other work ordered, to be paid or borne by the parties in interest. In fixing such proportion, the office may order such cost and expense so apportioned to be paid by the parties against which the apportionment shall be made.

(2) Installation costs. The cost of any signal or other crossing protection device which is ordered installed under sub. (1) and the cost of installing any such device apportioned to the department shall be paid by the department from the appropriations under s. 20.395 (2) (gj), (gr) and (gx). This subsection applies only if the railroad highway crossing committee has reviewed the improvement ordered under sub. 1 and ranked them as provided in [Revisor to insert 1999 Wisconsin Act (this act), section 9150(5)], or if, regardless of the recommendation concerning the crossing, the office determines that immediate improvements to the crossing are necessary to protect public safety.

Delete section 9150(5) and create legislation creates a permanent railroad highway crossing board, council, committee or whatever it needs to be called.

will also replace three 58-year-old bridges that span Flat Rock, Okey and Rattlesnake creeks. At 36 feet wide, the new bridges will provide drivers with 14 more feet than the older structures.

The construction requires a detour using State Highway 133 to North Andover, County Highway V, County Highway U and State Highway 35.

Originally slated for construction in 2000, increased highway funds in the 1998-99 state budget and greater federal aid for transportation moved the project up by one year.

State transportation funds, derived from gasoline taxes and vehicle registration fees, will pay 100% of the project's cost.

###

w:\bms\comm\81\62199start

(5) RAILROAD HIGHWAY CROSSINGS COMMITTEE. There is created a railroad highway crossings committee with expertise in crossing safety, construction and budgeting.

(a) The committee shall consist of 3 members appointed by the secretary of transportation, one shall be a person with expertise in railroad matters but not an employee of the department and 2 members appointed by the office of commissioner of railroads.

(b) Members shall be appointed within 45 days after the effective date of this subsection. (c) The committee shall meet at least annually and review all improvements ordered under section 195.28(1), unless office of commissioner of railroads determines that immediate improvements to the crossing are necessary to protect public safety.

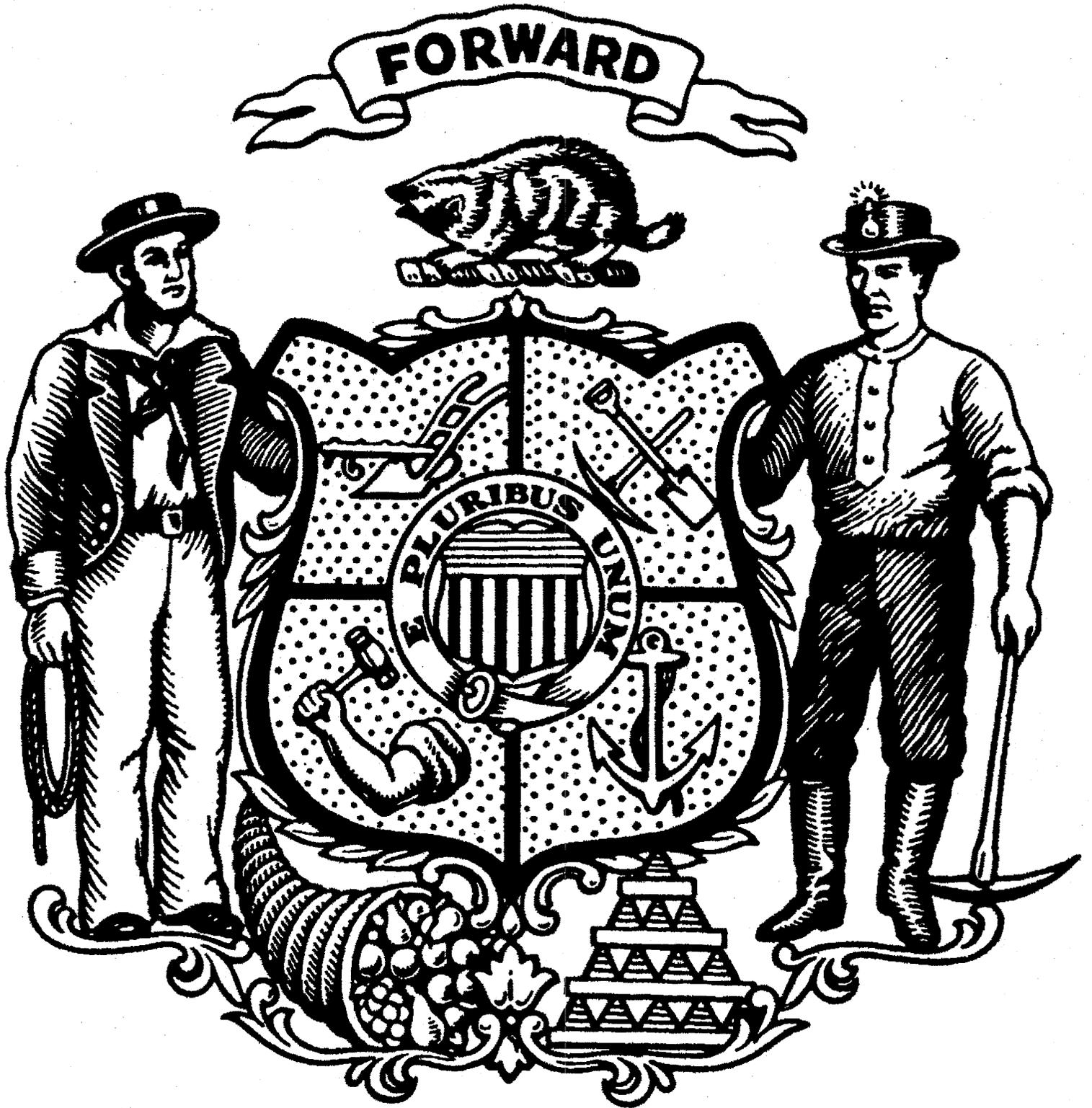
(d) The committee shall rank the projects for construction within a three year period considering train and highway average daily traffic and speed, geometric conditions, past accident history, future train and highway volumes and such other factors that the committee deems appropriate.

(e) The committee shall determine the annual program of railroad crossing improvement projects so as to maximize the number of projects implemented.

(f) The committee shall oversee a railroad grade crossings database and shall recommend to the secretary of transportation desirable funding levels for the railroad crossing improvement work for future years.

I also included the LFB Position Papers.

END



END



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

TO: Assembly Republicans

FROM: Rep. David Brandemuehl

DATE: June 17, 1999

RE: Budget amendment to eliminate the vehicle environmental impact fee increase

In the 1997-99 State Budget, the Legislature created a \$5 per vehicle environmental impact fee on the sale of new cars and trucks as well as on the transfer of used vehicles to help fund the brownfield reclamation projects. The Department of Transportation collects the fee and deposits it in the Department of Natural Resources' Environmental Management Account. A sunset date was set for June 30, 2001.

In its recent budget deliberations, the Joint Committee on Finance voted to increase the vehicle impact fee from \$5 to \$6 and repealed the sunset provision. The budget amendment I am proposing would eliminate the fee increase and restore the sunset provision.



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

TO: Assembly Republicans

FROM: Rep. David Brandemuehl

DATE: June 17, 1999

RE: Budget amendment to reimburse DOT for certain components of the USH 12 agreement

In March 1999, DOT reached an agreement on the construction of USH 12 between Middleton and Lake Delton. Among other elements of the agreement, DOT agreed to set aside approximately \$12 million for environmental projects not typically done for state highway projects. Specifically, the money would be used to protect the forest resources in the Baraboo Range National Natural Landmark, to improve the Ice Age Trail in the vicinity of USH 12 and to acquire scenic, conservation or agricultural easements, land or development rights in Dane and Sauk Counties.

The use of highway user fees for environmental goals (regardless of how commendable these goals may be) is completely inappropriate. Thus, I am proposing a budget amendment to require Stewardship funds to be used to reimburse the Transportation Fund for the expenditures made by DOT to comply with these specific USH 12 environmental projects.

If the DOT is forced to spend an additional \$12 million for environmental projects, the cost of the USH 12 project will increase by 20% and it will set an extremely dangerous precedent for future transportation projects. Future highway costs will rise dramatically as environmental expenses are increasingly tacked on. The rising costs will increase public complaints, erode the current funding sources and reduce the money available for local road aids, maintenance and construction projects. In addition, highway opponents will increasingly be encouraged to hold projects hostage in order to advance their own agendas and pressure the state for further concessions.

During the last budget cycle, the Legislature appropriately removed \$29.1 million of non-transportation expenditures from the Transportation Fund. Allowing \$12 million in DOT funds to be used for expenditures not directly related to transportation in order to advance the USH 12 project is a major step backwards and goes against the wishes of the Legislature. The state has an appropriate funding source for these expenditures – the Stewardship Fund. It can and should be utilized.



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

June 17, 1999

TO: Representative John Gard
Room 315 North, State Capitol

FROM: Al Runde, Fiscal Analyst

SUBJECT: State and Federal Transit Funding in the 1999-01 Biennium

You requested information on the amount of state funding for mass transit operating assistance contained in ASA 1 to AB 133 and the estimated amount of federal transit funding for the biennium. The following table provides a breakdown of the increases in state and federal funding for mass transit under ASA 1 to AB 133. The federal totals include \$764,000 in 2000 and \$825,100 in 2001 in funding that would be initially available for rural intercity bus projects, but has historically been used for nonurbanized mass transit operating assistance.

Breakdown of State and Federal Funding for Mass Transit Under ASA 1 to AB 133 (1999-01 Biennium)

	<u>1999-00</u>	<u>2000-01</u>
State Funding		
Base	\$84,323,600	\$84,323,600
1999 Full Funding	2,292,700	2,194,100
Governor (3%/0%)	649,000	2,595,600
Joint Finance (7.5%/0%)	973,300	3,893,200
TOTAL	\$88,238,600	\$93,006,500
Federal Funding*		
Base	\$34,802,300	\$34,802,300
Estimated Increase (8.7%/8.0%)	<u>3,027,800</u>	<u>6,054,200</u>
TOTAL	\$37,830,100	\$40,856,500

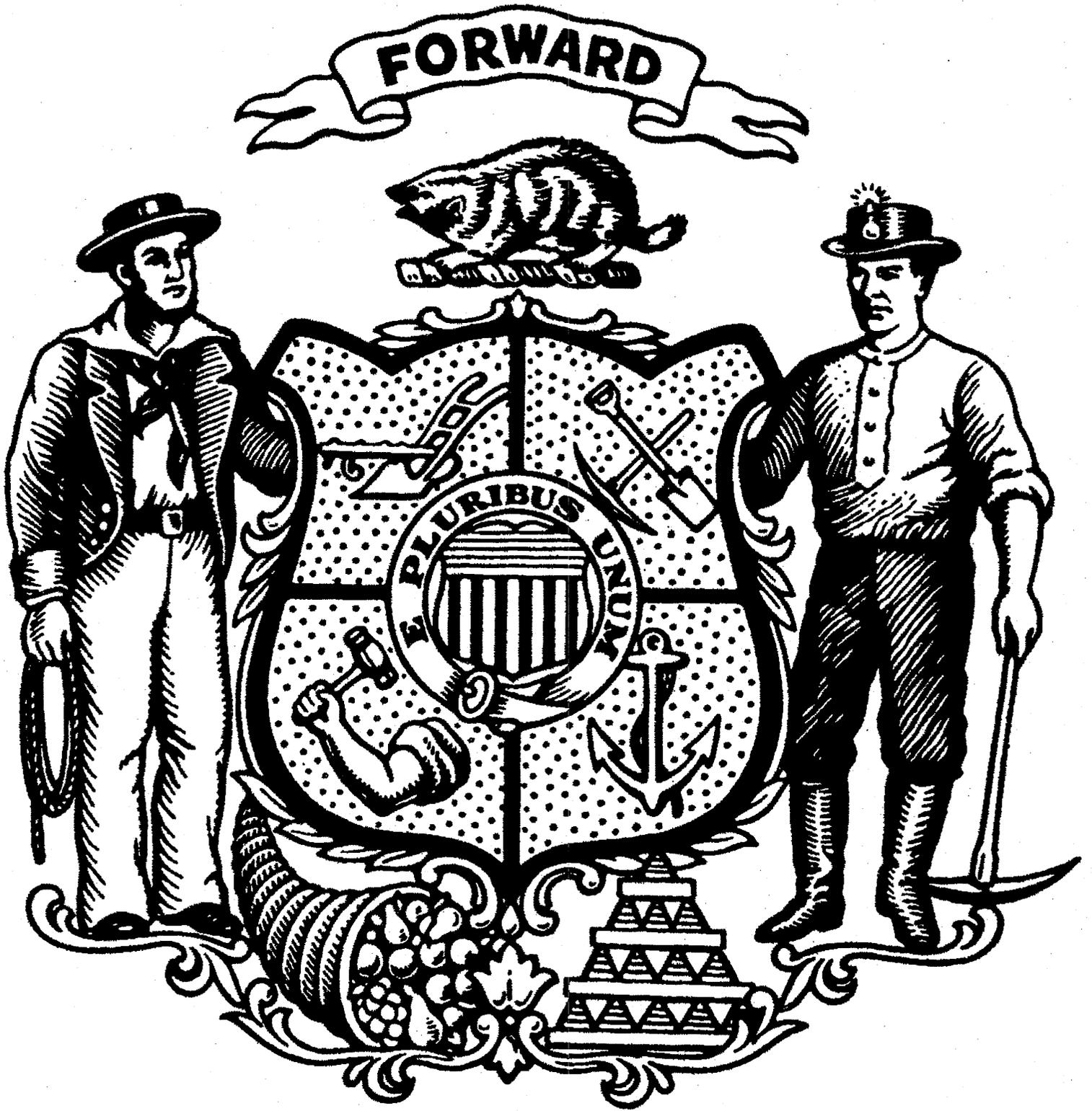
* Funding is provided on a federal fiscal year basis.

Total state and federal funding for mass transit operating assistance would be \$126.1 million in 1999-00 and \$133.9 million in 2000-01, which represents a 5.8% increase in 1999-00 and 6.2% in 2001. Because the calendar year increases are spread over two fiscal years due to the timing of the aid payments, the fiscal year percentage changes differ from the calendar year percentage changes.

I hope this information is helpful. Please contact me if you have any further questions.

AR/dls

END



END



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

TO: Assembly Republicans

FROM: Rep. David Brandemuehl

DATE: June 18, 1999

RE: Budget amendment to eliminate the vehicle environmental impact fee increase

Our caucus will soon be considering one of my amendments to eliminate the vehicle environmental impact fee increase approved by the Joint Committee on Finance. This fee was created in the 1997-99 State Budget and added a \$5 impact fee on the sale of new cars and trucks as well as on the transfer of used vehicles to help fund the brownfield reclamation projects. The Department of Transportation collects the fee and deposits it in the Department of Natural Resources' Environmental Management Account. A sunset date was set for June 30, 2001.

In its recent budget deliberations, the Joint Committee on Finance voted to increase the vehicle impact fee from \$5 to \$6 and repealed the sunset provision. The budget amendment I am proposing would eliminate the fee increase and restore the sunset provision. However, it was just brought to my attention that this amendment would have a substantial negative impact that I was not aware of. Thus, I would like to modify my amendment.

As written, the amendment would delete \$2.2 million in revenue to the environmental management account of the environmental fund. This would put the account into a deficit of -\$2.1 million on June 30, 2001. When the Joint Committee on Finance increased the fee from \$5 to \$6, the Committee also appropriated \$2.2 million to the Commerce brownfields grant program (\$800,000 in 1999-99 and \$1,400,000 in 2000-01).

Thus, I want to modify my amendment to also delete the expenditure authority in order to ensure that the environmental management account will be in balance on June 30, 2001.

To Rep. Brandemuehl

6/18/99

From Kendra Bonderud, LFB

Re. Request 31 Vehicle fee

The amendment would delete \$2.2 million in revenue to the environmental management account of the environmental fund. This would put the account into a deficit of ~~\$2.1~~ \$2.1 million on June 30, 2001. When JFC increased the fee from \$5 to \$6, the Committee also appropriated \$2.2 million to the Commerce brownfields grant program (\$800,000 in 1999-00 and \$1,400,000 in 2000-01). If you ^{also} delete that expenditure authority the environmental Management account would be in balance on June 30, 2001. Alternatively, you could reduce expenditure authority in another appropriation in the account by at least \$2.1 million over the biennium.

County Highway Improvement Program -- Projects Done by County Highway Departments.

Delete the following provisions that restrict the amount of work on county trunk highways that may be done by county highway departments under the county highway improvement program: (a) the provision that specifies that no improvement done by county highway departments may exceed \$100,000 in cost or 0.5% of the total amount of funds distributed to counties under the basic county formula component of the program, whichever is greater; (b) the provision that specifies that the work done by any county highway department may not exceed 40% of the county trunk highway improvements funded under the program; and (c) the provision that specifies that the work performed within any transportation district (the boundaries of which are specified by DOT by rule) by county highway departments within the district may not exceed 30% of the biennial amount allocated to counties for county trunk highway improvements in that district.

Instead, specify that county highway departments may do work under the basic county highway improvement program or the discretionary county highway improvement program if they demonstrate that doing so will be cost-effective, provided that each county highway department uses competitive bidding for projects with a combined total cost equal to at least the amount of state funds received by the county under the program. In addition, eliminate the provision that requires each county highway improvement district committee to ensure compliance with the provisions related to the amount of work that may be done by county highway departments. Instead, require these committees to review any project that a county within the district has proposed to do using the county highway department workforce to determine whether the county highway department can do the project cost-effectively. Prohibit any county highway department from doing a project unless the county highway improvement program district committee approves of the use of the county workforce for the project. Modify the membership of county highway improvement district committees to specify that they shall be composed of the highway commissioners from each county in the district, instead of not more than five county executives, or county board chairpersons in counties that do not have county executives, or their designees.

Require DOT to amend the administrative rule for the local roads improvement program to include the following: (a) detailed criteria for determining whether a project can be done cost-effectively by county highway departments; and (b) a process for requesting a review by DOT of disputes involving the determination of whether a project can be done cost-effectively by a county highway department. In addition, require DOT to amend the rule to include criteria for determining when a contract for a project under the town road improvement program may be awarded to a county, including, at a minimum: (a) a requirement to establish a written, sealed, pre-bid estimate prior to the opening of bids, which shall note the source of the estimate and which shall not be public prior to the opening of all the bids received for the project; (b) a requirement that a town may reject all bids received and then award a project to a county, provided that the lowest bid exceeds the pre-bid estimate by at least 10% and the town board contacts the lowest two bidders, or sole bidder if only one bid was received, to provide information on the accuracy of the pre-bid estimate; (c) a requirement that a town may award a project to a county only if the amount of the county bid is at least 10% below the lowest bid received; and (d) a provision specifying that a town may re-bid the project if the county bid is less than 10% below the lowest bid received.

WI State Journal
6-23-99
GOP votes to get Highway 12 money by raidin

By Mike Flaherty
Legislative reporter

To help pay for Highway 12 expansion, Assembly Republicans voted Tuesday to raid money from the Wisconsin Stewardship Fund.

Democrats — even those who don't like the Highway 12 expansion — protested that the GOP plan breaks a deal that county and state officials had brokered to get the Highway 12 reconstruction project moving.

The deal would have provided \$16 million in state transportation money to fund environmental repairs and land acquisitions along a newly rebuilt, four-lane Highway 12 from Middleton and Sauk City.

If the Republican plan stands, they

■ Assembly Republicans make way for tax cuts/1C

warned, that deal could now be in jeopardy — as well as the future of the state's Stewardship Fund.

"This undermines an agreement reached by so many people, including the governor's office and myself, that allows us to improve the safety of Highway 12 while (protecting) farms and the environment in that important corner of the county," said County Executive Kathleen Falk.

The Stewardship Fund this year will spend \$25 million for park and wildlife area expansions, environmental improvements

and environmental grants to local governments around the state.

Republicans who control the Assembly approved an amendment to the proposed state budget that would take \$12.2 million from the fund for the environment along Highway 12 instead of using money from the state's transportation fund financed by the gasoline tax.

But Republicans already proposed cutting land acquisition money in the Stewardship Fund from \$14.7 million to \$10 million, said Rep. Spencer Black, D-Madison, one of the Assembly's top environmental experts.

"The money they want to take out for Highway 12 is already greater than the money they want to spend to buy land for

g Stewardship

parks and wildlife areas. This would devastate the Stewardship Fund.

Rep. David Brandemuehl, R-Fennimore, the author of the proposal, explained that "transportation dollars are intended for transportation projects, not scenic easements or to protect farmland."

"Transportation money is used to buy land from farmers to widen the road — so it is appropriate that transportation money is used to preserve farmlands and natural areas out of the same pot of money," Falk countered.

The 99-member Assembly will vote on its version of the state budget next week. It then moves to the Democrat-controlled Wisconsin Senate which likely will reverse the Assembly's action.

Dem package.

June 24
1999

Transportation



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

June 24, 1999

TO: Senator Charles Chvala
Room 211 South, State Capitol

FROM: Fred Ammerman, Jon Dyck and Al Runde

SUBJECT: Proposed Changes to the Transportation Budget

At your request, we are providing information about a set of fiscal changes to the transportation provisions of the Joint Committee on Finance's substitute amendment to Assembly Bill 133. An attachment to this memo shows the revenue and expenditure changes of these items in the form of a transportation fund condition statement.

General Transportation Aid. Increase funding by \$1,730,400 SEG in 2000-01 to establish increases equal to 6.0% in calendar year 2000 and 2.0% in calendar year 2001. Set the calendar year distribution at \$83,469,000 for 2000 and \$85,138,400 for 2001, and thereafter, for counties and at \$262,603,400 for 2000 and \$267,855,500 for 2001, and thereafter, for municipalities. Establish the mileage aid rate at \$1,692 per mile for calendar year 2000 and \$1,726 for calendar year 2001, and thereafter.

Mass Transit Operating Assistance (Tier Structure and Funding). Retain the Joint Committee on Finance's recommendation to create a four-tiered structure. The four-tiered structure would consist of Tier A-1 (Milwaukee County systems), Tier A-2 (Madison system) and the current law Tier B and Tier C systems.

Increase funding by \$930,100 SEG in 2000, which would provide increases equal to 7.5% in calendar year 2000 and 4.0% for calendar year 2001, for each tier of systems. Set the calendar year distribution amounts for each tier as follows: (a) \$53,555,600 for 2000 and \$55,697,800 for 2001, and thereafter, for the tier containing the Milwaukee County and Milwaukee user-side subsidy transit systems (Tier A-1); (b) \$14,297,600 for 2000 and \$14,869,500 for 2001, and thereafter, for the tier containing the Madison transit system (Tier A-2); (c) \$19,804,200 for 2000 and \$20,596,400 for 2001, and thereafter, for Tier B systems; and (d) \$5,349,100 for 2000 and \$5,563,100 for 2001, and thereafter, for Tier C systems.

ATTACHMENT

	<u>1999-00</u>	<u>2000-01</u>
Opening Balance	\$25,553,600	\$17,475,700
Net Impact on Balance thru JFC	-\$13,803,000	-\$11,527,300
Revenue Changes		
Additional Debt Service for Major Highway Bonding	-\$103,100	-\$441,100
Delete DL Withdrawals for Failure to Pay Forfeitures	-289,700	-1,158,600
Create a Hazardous Materials Transporter Fee (Jauch)	0	700,000
Salvage Vehicle Titling Change	<u>-45,000</u>	<u>-60,000</u>
Total Revenue Changes	-\$437,800	-\$959,700
Expenditure Changes		
General Transportation Aid Increases of 6%/2%	\$0	\$1,730,400
Mass Transit Aid Increases of 7.5%/4%	0	930,200
Elderly & Disabled County Aid; Additional 1% in Year 2	0	68,900
Elderly & Disabled Capital Aid; Additional 1% in Year 2	0	8,500
Expressway Policing Aid Increase	35,000	70,000
Create MSIP-Discretionary Component	1,500,000	2,500,000
TRIP-Discretionary Increase	0	1,000,000
Additional Funding for OCR-Ordered Railroad Crossings	250,000	250,000
Fund Stevens Point Railroad Crossings with New Funds	287,100	0
Delete Passenger Railroad Station Grant Program	-60,000	0
Establish Major Highway Bonding at 55% in Each Year	-7,517,100	-1,100,400
Delete DMV Failure to Pay Forfeiture Funding	<u>-657,900</u>	<u>-657,900</u>
Total Expenditure Changes	-\$6,162,900	\$4,799,700
Total Change to Balance	\$5,725,100	-\$5,759,400
Closing Balance	\$17,475,700	\$189,000

Transportation

Agency: Transportation

Requires DOT to earmark money to place a traffic signal at the intersection of US Highway 51 and Townline Road in Rock County. DOT is required to let the contract no later than April 1, 2001.

no fiscal impact:

x

Expenditures

		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue

Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Transportation

Agency: Transportation - Local Transportation Aid

Increase reimbursement to Milwaukee County Sheriff by \$105,000 to cover cost of patrolling Lake Parkway.

no fiscal impact:

Expenditures

fiscal gpr: \$0.00

fiscal pr: \$0.00

fiscal other:

FED: \$0.00

TANF: \$0.00

SEG: \$105,000.00

Revenue

Bonding: \$0.00

GPR-REV: \$0.00

SEG-REV: \$0.00

PR-REV: \$0.00

Transportation

Agency: Transportation - Local Transportation Projects

Direct DOT to require applicants for the state-sponsored Transportation Enhancements Program projects to be reviewed by the Statewide Multimodal Improvement Program Committee. Direct that the project approval process use same criteria and requirements SMIP uses now.

no fiscal impact:

x

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Redefine jurisdictional milage for general transportation aid to mean all public ways. Fiscal effect indeterminate.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Direct DOT to construct a noise barrier along the west side of I-94 south of Grange Avenue. Prioritize this project within the existing budget for retrofit noise barrier construction.

no fiscal impact:

x

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Require the DOT to install a stop signal at the intersection of STH 32 and Columbia Avenue in South Milwaukee.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Delete a provision allocating \$90,000 SEG annually for making grants for construction or rehabilitation of passenger railroad stations and delete the requirement that DOT administer a passenger railroad station grant program.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	(\$180,000.00)
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Transportation

Provide \$287,100 SEG for railroad crossing gates in Stevens Point

no fiscal impact:

Expenditures	
	FED: \$0.00
	TANF: \$0.00
	SEG: \$287,100.00
fiscal gpr:	\$0.00
fiscal pr:	\$0.00
fiscal other:	

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Transportation

Agency: Transportation - Motor Vehicles

Eliminate judicial ability to suspend a driver's license solely for failure to pay fines imposed for violating a local ordinance unrelated to operation of a vehicle.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$132,500.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Allows dealers to transfer ownership of salvage vehicles by submitting a properly assigned certificate of title to DOT instead of requiring the dealer to apply for a new title.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	(\$105,000.00)

Require all Wisconsin Dept. of Motor Vehicle stations to forward applications for Children's License Plates to DOT's Special License Plate Unit rather than having the applicants mail applications from outside the station.

no fiscal impact:

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Packer License plates. Modify FM 324 as follows: Create Packer license plate with proceeds going to the United Way of Wisconsin. No Packer license plate may be issued prior to the National Football League waiving payment of its licensing fee.

no fiscal impact:

x

Expenditures			
		FED:	\$0.00
fiscal gpr:	\$0.00	TANF:	\$0.00
fiscal pr:	\$0.00	SEG:	\$0.00
fiscal other:			

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Transportation

Requires DOT to adopt and administer a graduated fee on transporters of hazardous materials. Credit revenue collected from the fees goes to the Segregated Transportation Fund. Collection will begin in 2000-2001.

no fiscal impact:

Expenditures	
fiscal gpr:	\$0.00
fiscal pr:	\$0.00
fiscal other:	

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$700,000.00
PR-REV:	\$0.00

Transportation

Agency: Transportation - State Highway Program

Requires DOT to maintain a sign on I-43 for the Black Holocaust Museum. (A sign has already been erected at the Museum's expense).

no fiscal impact:
x

Expenditures			
fiscal gpr:	\$0.00	FED:	\$0.00
fiscal pr:	\$0.00	TANF:	\$0.00
fiscal other:		SEG:	\$0.00

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Place Hwy 23 on the enumeration list allowing it to compete for funds already available.

no fiscal impact:

Expenditures			
fiscal gpr:	\$0.00	FED:	\$0.00
fiscal pr:	\$0.00	TANF:	\$0.00
fiscal other:		SEG:	\$0.00

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Delete DOT option to reconstruct Hwy 59 to add lanes between Hwy 64 on the eastern edge of the city of Waukesha to put 124th St at the eastern Waukesha county line.

no fiscal impact:
x

Expenditures			
fiscal gpr:	\$0.00	FED:	\$0.00
fiscal pr:	\$0.00	TANF:	\$0.00
fiscal other:		SEG:	\$0.00

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

Delete permission to the DOT to exempt a private entity from the prohibition against conducting a commercial enterprise on property acquired for a controlled access highway and placing a sign within the limits of a street or highway.

no fiscal impact:
x

Expenditures			
fiscal gpr:	\$0.00	FED:	\$0.00
fiscal pr:	\$0.00	TANF:	\$0.00
fiscal other:		SEG:	\$0.00

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

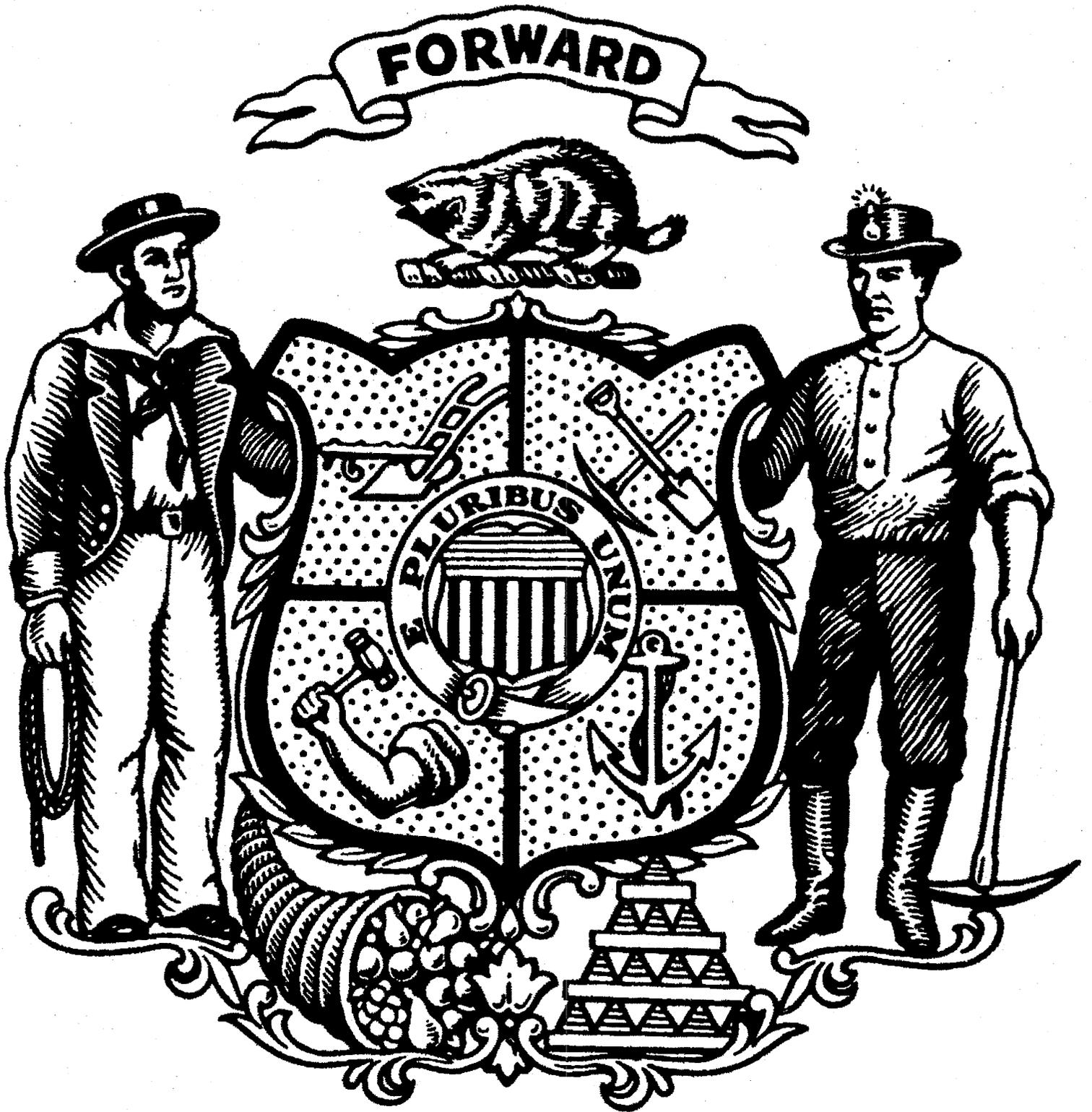
Require DOT, no later than 6/30/01, to conduct a corridor study for USH 8 in Barron, Polk, Price and Rusk Counties and to report the results to the County Boards in each of those counties.

no fiscal impact:
x

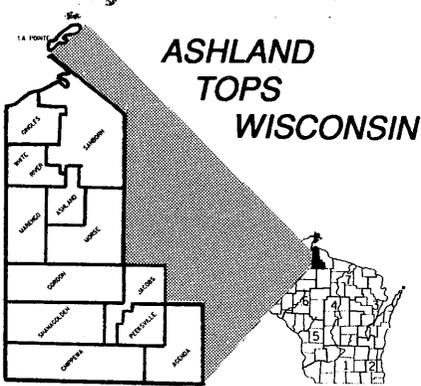
Expenditures			
fiscal gpr:	\$0.00	FED:	\$0.00
fiscal pr:	\$0.00	TANF:	\$0.00
fiscal other:		SEG:	\$0.00

Revenue	
Bonding:	\$0.00
GPR-REV:	\$0.00
SEG-REV:	\$0.00
PR-REV:	\$0.00

END



END



JUN 28 1999

ASHLAND COUNTY HIGHWAY DEPARTMENT

P.O. Box 25 - STH 13 & Ryefield Rd.
Highbridge, WI 54846

Phone: 715-274-3662 Fax: 715-274-8009

Emmer W. Shields Jr., P.E.
Highway Commissioner

Patrick Bonney
Patrol Superintendent

John Boley
Office Manager

Robert Zordan
Shop Foreman

*Not done
6/30/99
I'd tell him it
this bill is
out in the Senate*

June 24, 1999

Rep. David Brandenmehl
Room 317 N. State Capitol
P.O. Box 8952
Madison, WI 53708

RE: ASSEMBLY PROPOSAL ON PROJECTS
BY LOCAL GOVERNMENTS

Dear Representative Brandenmehl:

I just received a copy of the "Transportation Package" from the Assembly. For the most part, I strongly support your package. However, there is one provision I am deeply concerned about. That provision is the one (#20) that deletes the Department of Transportation's ability to designate a local government as its agent on behalf of the state in bidding and contracting responsibilities associated with a highway improvement project. It is my understanding, that this legislation was put forth over fears of a "local let" process being developed. I believe this legislation is wrong-headed and may hit a larger target than just the "local let" process.

I serve as Chair of the Local Roads and Streets Council (LRSC). This Council is made up of local government representatives. We act as an advisory body to the Wisconsin Secretary of Transportation. One of our charges is to examine ways of containing cost. As part of this effort we began to examine the cost of delivering projects using the WIDOT's facilities development process. The Legislative Audit Bureau's study showed that project delivery costs have risen to between 30 and 35% of project cost. This is from a historical perspective of 20%. From 1987 to 1997 project delivery costs rose 57% over the rate of inflation. Clearly, delivery costs were taking an ever increasing bite out of the dollars we have for transportation improvements. The LRSC formed a committee to examine project delivery costs and that group has been engaged in the effort for over 6 months.

One of the issues the study group examined was local government handling of local federal aid projects, presently administered by WIDOT directly. This "local let" process would allow local government's to bid out their own federal aid projects. While never attempted in Wisconsin, the local let process has gained favor in several states. From our study group's perspective, this might be one possibility for reducing costs. At this point, we are discussing the possibility of one or two pilot projects in order to see if any cost savings could be realized. This legislation appears to be a preemptive strike against that effort. I believe this is wrong-handed, because it eliminates the possibility of even exploring a pilot project and it is unnecessary because WIDOT still maintains total control over whether

the pilot projects will go forward and whether there would be any expansion of the local let process afterwards. We are, in-fact, working with WIDOT on developing the local let process and it cannot go forward without their permission.

My secondary concern is with regards to small state highway projects the Counties front for WIDOT on. While this may not be well known, County Highway Departments often front for the WIDOT on small projects such as overlays. We bid the projects; oversee their execution; and then bill the state for the Contractor's work. This work bypasses the elaborate and complex delivery process earlier mentioned. Instead of a delivery cost of 30 to 35%, our delivery cost is about 4%. A sizable savings to the taxpayers. I am very concerned that the proposed legislation might eliminate this very cost effective and efficient way of approaching these small projects.

I urge you to revisit this proposal. I think it would be unfortunate, to say the least, to implement it now. We need to make sure it doesn't prohibit the small projects we front for WIDOT on today and we also at least need to have the opportunity to try a "local let" pilot project. I hope you will agree this legislation could be revisited in a year, if a problem does occur, but it is unwarranted at this time.

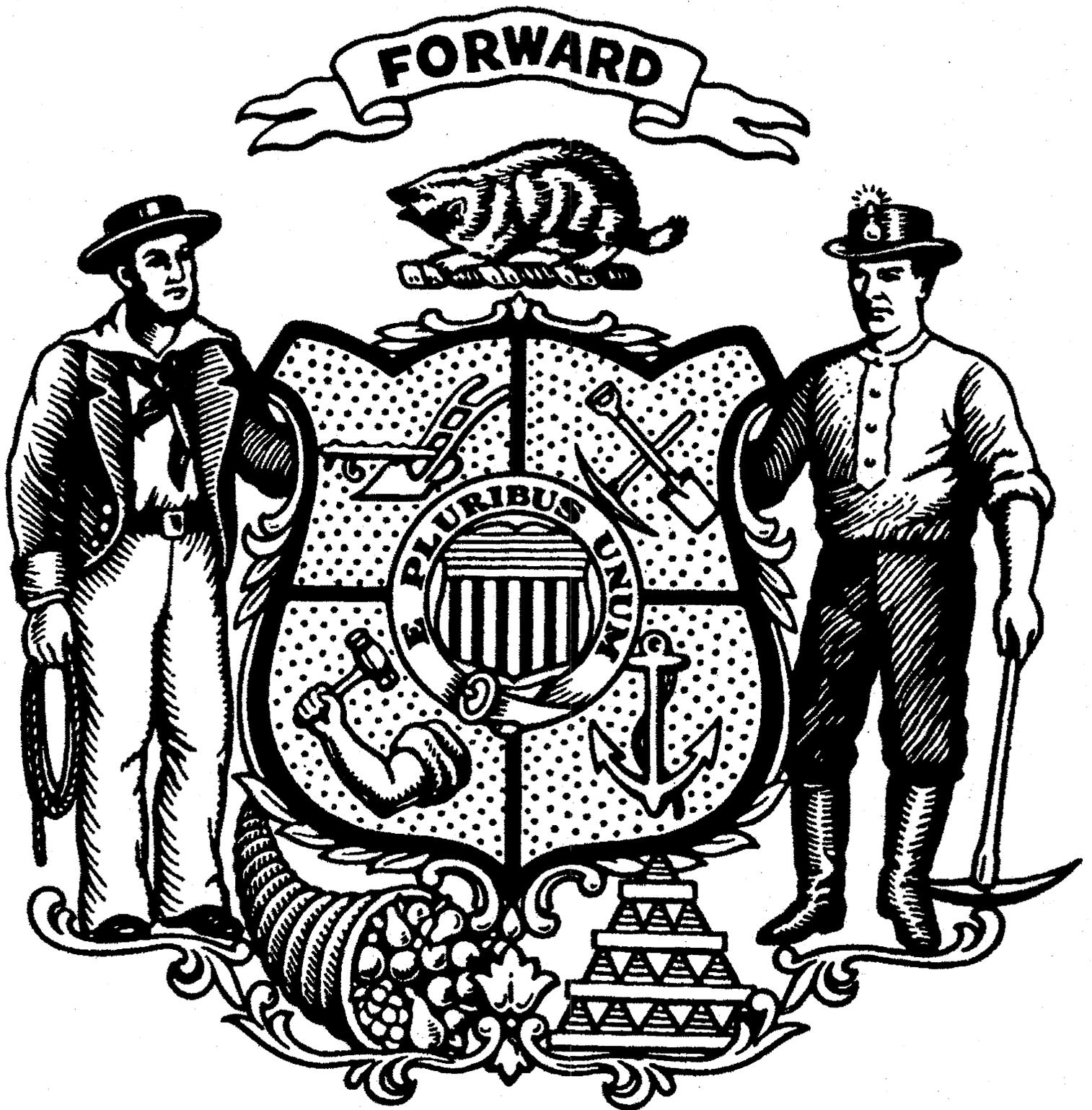
Best Regards,



Emmer Shields Jr., P.E.
Highway Commissioner
Ashland County Highway Dept.

c.c. Dan Fedderly, WCHA, St. Croix Co.
Allison Kujawa, WCA
Tom Walker, WTBA
Bruce Stelzner – Delivery Cost Study Group Chair, Chippewa Co.

END



END

Krause, Sheri

From: Miller, Robert
Sent: Friday, June 25, 1999 9:58 AM
To: Dake, Brian
Cc: Krause, Sheri
Subject: FW:

-----Original Message-----

From: Dyck, Jon
Sent: Friday, June 25, 1999 9:48 AM
To: Gibson-Glass, Mary; Nilsen, Paul
Cc: Kava, Russ; Miller, Robert; Ammerman, Fred
Subject:

Here are the changes I think we need to 1252/1:

The appropriation created in DOT should be an all funds received appropriation for the same purposes as the current major highway development appropriations 20.395 (3) (bq), (br) and (bx). This appropriation could be repealed on July 1, 2005 and any encumbrances and unencumbered funds could be transferred to (bq), although this would not be absolutely necessary. In any case, I don't think we want to say that no moneys may be encumbered after a certain date since they can spend whatever they receive, no matter how long it takes. If you have to draft this appropriation in the schedule, put in zeros. Under 23.0917 (9m), the transfer should be credited to the appropriation.

The implementing agreements signed between DOT and Dane and Sauk Counties relies on the Department's authority under s. 86.25 (1m) to reimburse local governments for such purposes. I don't think we want to add specific authority for DOT to make these purchases. Rather, I think we want to simply have DOT certify to DNR the amounts expended in the prior fiscal year and then have DNR make the transfer. I think it would be appropriate to make this certification and transfer on or before August 1, beginning in 2001. The transfers on August 1, 2001 will be for amounts spent by DOT for each of the components of the agreement during FY 1999-00. The amounts transferred can not exceed \$1,000,000 each per year for Dane County and Baraboo Hills, and the amounts transferred for Sauk County and Ice Age Trail can not exceed \$250,000 and \$2,000,000, respectively, over the entire five-year period.

The Ice Age transfers should be based on the amount of transportation enhancements funds spent for this purpose (23 USC 133 (b) (8)), other than funds spent from s. 20.395 (2) (nx).

Jon Dyck, Fiscal Analyst
Legislative Fiscal Bureau

SENATE REPUBLICAN

C A U C U S

P.O. Box 7882, Madison, WI 53707-7882 • 608-266-8820 • FAX 608-264-6957

TO: Republican Senators and Staff

FROM: Senate Republican Caucus

DATE: June 25, 1999

SUBJECT: Senate Democrat Budget Package

Yesterday, the Senate Democrats unveiled a 114-page document which contained their changes to the Joint Finance Committee's version of the budget. It is divided into the following packages: Children and Families, Education, Environment/Agriculture, General Government, Law Enforcement/Corrections, Taxes, and Transportation. Many times, the fiscal effect of the change is not mentioned, or is indeterminate.

Attached is a list of Major Policy Changes, Republican Projects which have been taken out of the budget, and Democrat pork.

If you have any questions please do not hesitate to contact us.

Major Items

- Items with an asterisk (*) have an indeterminate fiscal effect
- Items with two asterisks (**) have an indeterminate fiscal effect which could affect property taxes

Children and Families

- Provides \$9,100,000 GPR for a 3% increase in 2000 and another 3% increase in 2001 in the Community Aids Allocation. (pg 5, #1)
- Provides \$1,551,900 GPR and \$2,251,800 FED to increase wages for personal care workers by an additional \$.50 per hour in the second year of the biennium. (pg 8, #3)
- BadgerCare expansion to child care workers. The Department may not require that an individual be a parent as a condition of eligibility. Federal waiver required. (pg 12, #1) *
- Provide \$3,451,300 GPR and \$2,022,300 FED to create 1,000 new COP clots in year 2 of the biennium. (pg 13, #2)
- Prohibits managed care plans from requiring referrals for obstetric or gynecologic services. (pg 14, #1)
- Managed care plans must offer enrollees at least one point-of-service option in each geographic service area of the managed care plan. Modified to reflect no cost to state employees. (pg 14, #2) *
- Tobacco Settlement: Increase trust fund by \$2 million; Changes name of the Tobacco Advisory Council to the Tobacco Control Board; Insulates the Board from DHFS appropriation and control; Restores all functions of the Council to the Board (pg 15, #1)
- Transfer \$10 million FED from DWD to DHFS for grants concerning substance abuse services. The funding will be distributed in Milwaukee County only to individuals whose income is less than or equal to 200% of the poverty level. (pg 17, #4)
- Deletes the Governor's provision that deletes \$6,000,000 for payments to W-2 agencies for the provision of credit establishment and credit repair assistance to W-2 participants. (pg 19, #3)
- Waive work requirements under the Food Stamp Employment and Training Program for anyone living in areas with an unemployment rate over 10% or an insufficient number of jobs to provide employment. (pg 20, #5)

- Provide \$1,700,000 TANF to increase the max gross income from 165% to 185% to have initial eligibility for child care assistance. Eligibility retained until income exceeds 225% of the poverty level. (pg 21, #2)
- Provide \$4,800,000 TANF to lower the copayment schedule to 10%; The Governor already lowered it from 15% to 12%. (pg 21, #4)
- Eliminate the Governor's Work-Based Learning Board. (pg 22, #1)

Education

- This provision allows for bonding to support the Public Broadcasting conversion to the digital television format (pg 24, #1) \$17,174,200 BR
- Delete the Joint Finance language relating to the reorganization of public broadcasting and return to the current organizational structure (pg 25, #1)
- Tie increases in appropriations for Lawton Minority Undergraduate Grant, WHEG, and the Talent Incentive Program to tuition increases (pg 26, #3) *
- Count a four year old kindergarten pupil the same as a five year old kindergarten pupil for purpose of state aid effective beginning in 2001-02 (pg 27, #2) **
- Increase a school district's revenue limit by the amount necessary to comply with certain orders and excluding that amount from the school district's shared cost (pg. 27, #3) **
- Count summer school enrollment for revenue limit purposes, effective for the 2001-02 school year (pg 28, #2) **
- Specify that all schools regardless of their poverty rate will be eligible for SAGE. Fund reduction in class size in K-1 for all eligible schools except P5 schools (pg 29, #3) \$32,440,800 GPR **
- QEO. Modify the current law definition of a Qualified Economic Offer (QEO) including: language related to maintenance of the existing fringe benefits package, create a new listing of "qualified economic offer items", and distribution of the 2.1% salary component across the entire salary range. Furthermore, new component areas related to maintenance of conditions of employment and permissive subjects of bargaining in the absence of a new agreement after the expiration of a contract are added. (pg 29, #4) **
- Revenue Cap Relief for School Tip Lines. Provide a revenue control exemption for school districts to establish and maintain, in cooperation with other school districts in the area or the county board in the county in which the school district is located, or both, a toll free number for pupils and school district employees to

report security or safety concerns or suspected criminal activity or dangerous actions. (pg 30, #4) **

- **Revenue Cap Relief for School Safety Measures.** Provide an exemption from revenue controls for school district expenditures related to security measures designed to prevent criminal activity in schools. (pg 30, #5) **
- **Remove the JFC adopted provision limiting the amount of referenda approved school district debt levy included in the definition of partial school revenues to the actual debt levy or \$420 million. Retain current law two-thirds funding of the full debt levy amount.** (pg 31, #4) \$13,300,000
- **Youth Options.** Require local school districts to only pay for courses taken at a post secondary institution if it was determined to be for high school credit. School district's determination would be final. (pg 32, #1)
- **Make Technical corrections to allow Head Start to serve children from families with incomes up to 165% of the federal poverty guideline, using state funds only** (pg 34, #1) **
- **Adopts Assembly Republican funding change for Milwaukee Parental Choice Program (MPCP).** State that funding for MPCP would be 50% from the Milwaukee Public School District and 50% equally from the other 425 school districts in Wisconsin. (pg 35, #1) (This was amended after complaints from Senator Moore)
- **Maintains current law for referenda approved debt. Eliminates inclining enrollment districts and shifting costs for Milwaukee School Choice and Charter Programs to general school aids.** (pg 37, #3) \$13,300,000 GPR
- **Allows first day pick of health insurance for new UW system employees** (pg 39, #4) *
- **Increase Wisconsin Higher Education and Lawton Minority and TIP undergraduate grant programs.** (pg 39, #5) *
- **Provide an additional \$4 million GPR in year 1 and an additional \$4 million GPR in year 2 to the UW system. Also provide an additional \$4 million in year 2 (using 65% GPR/35% PR) for the Madison Initiative.** (pg 40, #4) \$12,000,000 GPR
- **Restore GPR position flexibility to 1% (UW System)** (pg 41, #1)
- **Provide exemption from social security coverage for UW Teaching Assistants** (pg 41, #2) -\$1,000,000

Agriculture and Environment

- Approve the Governor's recommendation to provide \$540,000 for GPR debt service under the bill. Also provides a total project funding of approximately \$50 million Safe Drinking Water Bonding during 1999-01 by creating a state revenue bond component. (pg 47, #1) 540,000 GPR, \$50,000,000 BR
- Reverse Joint Finance Committee Action and prohibit a party to a local mining agreement to re-open negotiations if additional information relevant to the issues is obtained after the agreement takes effect but before the permit hearing is held by the DNR. (pg 48, #3)
- Technical Changes to the Brownfields budget provisions, if needed (pg 49, #1)
- This provision would prohibit the DNR from regulating, by rule or throughout the adoption of control strategies, nitrogen oxide emission from motor vehicle manufacturing facilities (pg 49, #3)
- Fund recycling with a \$10 per ton tipping fee. Program structured according to Legislative Fiscal Bureau memo (pg 51, #4) \$61,000,000 SEG, \$65,000,000 SEG-REV **
- This provision would remove the DNR secretary as an appointee of the Governor and restore the position as an appointee of the DNR Board (pg 52, #2)
- This provision reinstates the Public Intervenor with staff and support for the office comparable to when it was removed (pg 52, #3) \$151,800 GPR
- Provides for \$60 million in bonding revenues to expand the stewardship program. (pg 57, #3) \$2,000,000 BR
- Add an additional \$40 million in bonding to enable Wisconsin to capture federal CREP funding (pg 57, #4)

General Government

- Inserts Audit Committee recommendations on PECFA (Senate Substitute Amendment 1 to SB 86) (pg 68, #1)
- Provide \$203,900 GPR for health insurance reform for small businesses. It specifies that the program include more than one group health care coverage plan, and that farmers, with one employee may be eligible for the program. (pg 82, #4)
- Reliability 2000 (pg 85, #3)

Law Enforcement/Corrections

- **Require DOC to return 1,000 out-of-state prisoners and place them in county facilities.** (pg 92, #2) *
- **Changes the disbursement priority on Huber wages, placing dependent support ahead of board of prisoners. This could substantially decrease revenue for counties.** (pg 93, #1) **
- **Expand the intensive sanctions program by 1075 offenders, and decrease contract beds by a similar amount, saving approximately \$6,065,100.** (pg 93, #2)
- **Eliminate the Private Business/Prison Employment program.** (pg 94, #1) *

Taxes

- **Adopts provisions of LFB memo (see attached 6/24/99 memo) relating to local government funding, Property Tax Rent Credit expansion, Homestead expansion, Lottery Credit expansion, delay of the computer tax exemption and deletion of the Joint Finance Committee's Income Tax package.** (pg 100, #2)
- **The Democrats include changes to the Wisconsin Fair Dealership law. This would create changes in the provisions for governance of intoxicating liquor dealerships and the relationship between suppliers and wholesalers of intoxicating liquor.** (pg 100, #1)
- **Eliminates the phase-in of the Single Factor Sales provision adopted by the Finance Committee.** (pg 101, #3)
- **Limit corporate tax deduction for employees to an amount of 25 times the wages paid to the lowest full-time employee. Corporate taxes would be raised by \$6.5 million in 1999-01 and by \$13 million in 2000-01.** (pg 101, #4)
- **Rescinds ATM tax exemption.** (pg 105, #2)
- **Deletes provisions relating to sewerage system service charges, impact fees, and plat approvals.** (pg 106, #1)

Transportation

- **Increase general transportation aid by 6.0% in CY 2000, and 2.0% in CY 2001. Establish the mileage aid rate at \$1,692 in CY 2000 and \$1,726 in CY 2001 (LFB Memo)**
- **Maintain four-tier mass transit program. Establish aid rate increases equal to 7.5% in CY 2000 and 4.0% in CY 2001 (LFB Memo)**
- **Provide a 7.0% increase for elderly and disabled transportation aids in 1999-00 and an 8.0% increase in 2000-01 (LFB Memo)**
- **Create a municipal street discretionary improvement program (MSIP-D) in the local roads improvement program. Provide \$4,000,000 SEG and \$4,000,000 SEG-L for this purpose over the biennium (LFB Memo)**
- **Provide \$1,000,000 SEG and \$1,000,000 SEG-L in 2000-01 for the Town Road Discretionary Program (LFB Memo)**
- **Delete \$7,517,100 SEG and provide \$7,517,100 SEG-S (bonding proceeds) in 1999-00 and delete \$1,100,400 SEG and provide \$1,100,400 SEG-S in the major highway development program. This maintains JFC's funding level for the major highway development program. (LFB Memo)**
- **Eliminate the authority for courts to suspend driver's licenses solely for the failure to pay a forfeiture imposed for violating an local ordinance that is unrelated to the violator's operation of a vehicle. (LFB Memo)**
- **Redefine jurisdictional mileage for general transportation aid to mean all public ways. Fiscal effect indeterminate (pg 110, #2) ***

Republican Projects

- This is a list of projects in Republican districts removed in the Democratic Package

Education

- This provision deletes the authorization for use of a private prison facility (Stanley Prison) – Zien (pg 24 #2)
- Delete permission for the Wisconsin Technical College System district board to expend up to \$5 million for purchases or construction of an applied technology center without the need for a referendum – Panzer (pg 43, #2)

Environment/Agriculture

- Deletes the specification that the Kickapoo Reserve Management Board be included as a local unit of government for grant eligibility under the Stewardship Program – Rude (pg 56, #5)
- Deletes provision for recreational boating projects aids funds to be used for repair and renovation of the City of Portage levee to include the Portage Canal - Welch (p. 60, #1)
- Deletes designation of Tribal Gaming Funds for the Brown County Arena - Drzewiecki, Cowles (p. 64, #5)

Law Enforcement/ Corrections

- Prohibit Building Commission from releasing funds for a geriatric prison at the Northern WI Center until a county-wide referendum is conducted. - Zien (pg 92, #3)
- Reduce Waukesha ADA positions by 3.0. – Lazich, Farrow, Huelsman, Darling, Fitzgerald, Rosenzweig (pg 96, #3)

Transportation

- Deletes a provision allocating \$90,000 SEG annually for making grants for construction or rehabilitation of passenger railroad stations and delete the requirement that DOT administer a passenger railroad station grant program – Fitzgerald (pg 110, #5)
- Delete DOT option to reconstruct Hwy 59 to add lanes between Hwy 64 on the eastern edge of the City of Waukesha, to 124th St at the eastern Waukesha County line – Huelsman, Lazich (pg 114, #3)

Pork Projects

- This is a list of projects which expressly benefit Democrat Senator's Districts

Children and Families

- Provides \$200,000 GPR for the Kenosha County Healthy Families Program to prevent the abuse and neglect of Children born to teen mothers. – Wirch (pg 3, #5)
- Provides \$100,000 GPR for the Children's Safe House Childcare Program in Kenosha. – Wirch (pg 4, #1)
- Provides \$50,000 PR in 1999-00 from the Wisconcare balance to support a one-time appropriation to the St. Clare Health Mission in Sparta. – Moen (pg 9, #2)
- Provide \$50,000 GPR to the Janesville free clinic to support health care services to the homeless and to low-income families. – Robson (pg 10, #4)
- Provides \$400,000 GPR to the State Lab of Hygiene and \$250,000 to the City of Milwaukee Public Health Department each to purchase DNA probe machines. – Moore, Burke, George, Grobschmidt (pg 11, #5)
- Earmark \$500,000 in Community Youth Grant funds for the New Concept Self Development Center in Milwaukee. – Burke, Moore, George, Grobschmidt (pg 16, #2)
- Increase TANF funding by \$200,000 for the Milwaukee Jobs Initiative. – Burke, Moore, George, Grobschmidt (pg 19, #4)

Education

- Establish a sum-certain per capita supplemental grant to school districts that: a) has fewer than 500 students, b) is at least 200 square miles in area, c) has a 65% of real property is exempt under s. 70.11, owned by or held in trust for a federally recognized American Indian tribe or is owned by the federal government. Qualifying school districts are eligible for a \$350/pupil grant for each pupil enrolled in the school district the previous year. If the appropriation is not sufficient, the \$350/pupil will be prorated (This meets the requirements of the Laona School District) – Breske (pg 29, #2) \$250,000 GPR
- Authorize a school district to create a capital improvement fund. Allow the district to deposit an amount equal to the amount of the positive tax increment of a TID which is terminated before the maximum number of years it could have existed. Increase the school district's revenue limit in any school year by the amount deposited in the capital improvement fund. – Wirch (pg 30, #2)

Environment/Agriculture

- Adds Beloit to the Sustainable Urban Development Zone pilot program, and appropriates \$250,000 GPR to Beloit - Robson (pg 49, #4)
- Use \$100,000 in Brownfields money to cleanup a site in Kenosha and promote the development of a park on the site - Wirch (pg 49, #5)
- Provide a wildlife biologist position for Marathon County at a cost of \$75,300 SEG over the biennium - Decker (pg 53, #3)
- Allocate \$10,000 SEG from Forestry for Scenic Riverway Development along the St. Croix River - Clausing (pg 54, #1)
- Provide \$350,000 from Recreational Boating Aids for the development of the Riverfront Parkway in Janesville - Robson, Erpenbach (pg 55, #1)
- Designate \$100,000 from the Urban Rivers Grant program for the Panoramic Project in Janesville - Robson, Erpenbach (pg 56, #4)
- Rebuild the Rib Mountain chalet with \$500,000 from Stewardship - Decker (pg 58, #1)
- Allocate \$50,000 GPR to Kenosha County to conduct an erosion-control study on the Kemper Center - Wirch (pg 60, #4)

General Government

- Provide \$350,000 annually to design and implement new work-based programs at the College of the Menominee Nation - Breske (pg 62, #1)
- Provide \$200,000 from the Indian Gaming Tourism Initiative to increase educational programming and advertising for Fort Folle Avoine in Burnett County - Clausing (p. 64, #2)
- Provide \$130,000 from the Tribal Gaming Initiative to the Town of Swiss and the St. Croix Tribe for engineering design and feasibility activities related to the construction of wastewater treatment facilities - Clausing (p. 64, #3)
- Provide \$400,000 PR to fund a cooperative grant program between the St. Croix Tribe and county law enforcement in Polk and Burnett counties - Clausing (p. 64, #4)
- Provide a matching grant of up to \$50,000 GPR to the Stevens Point Arts Council for the development of the Portage County Arts Alliance - Shibilski (p. 66, #2)

- Provide a \$250,000 grant from the Community Development Block Grant-Public Facilities appropriation to a county with a YWCA in a 2nd class city with a population between 52,000 and 60,000 that is constructing a domestic violence shelter (appears to be Janesville in Rock County) - Robson, Erpenbach (p. 68, #4)
- Allocate up to \$1,000,000 PR from the Gaming Economic Diversification Grant and Loan program for the Swiss Cultural Center in New Glarus. Enumerate and allocate \$1,000,000 in bonding from the Capital Budget for the project - Erpenbach (pg 70, #2)
- Provide a matching grant of up to \$50,000 GPR to the Portage County Historical Society for the continuation of the Plover Heritage Park restoration project - Shibilski (pg 76, #1)
- Permits the Building Commission to authorize up to \$1,000,000 in bonding for a construction grant for a Youth Activities Center in Milwaukee – Burke, Moore, George, Grobschmidt (pg 80, #4)
- Provide \$50,000 GPR for a grant to the Milwaukee Enterprise Center - Burke (?) (pg 80, #5)
- Provide \$50,000 from the Tribal Gaming Marketing appropriation to the St. Croix Valley Tourism Alliance - Clausing (pg 88, #1)
- Provide \$163,000 SEG with 2.0 FTE positions and \$999,600 PR and 17.0 FTE positions for a CBRF at Southern Center - Plache (pg 89, #1)

Law Enforcement/Corrections

- Provide \$42,100 GPR for a 0.5 FTE ADA position in Portage County. - Shibilski (pg 96, #2)
- Provide 2.0 ADA positions for Dane County. – Chvala, Risser and Erpenbach (pg 96, #3)
- Provide 0.5 ADA positions for Kenosha County. - Wirch (pg 96, #3)

Taxes

- The Democrats would exempt a business that is subject to corporate taxation if the businesses' only connection to the state is holding inventory to be sold to a Wisconsin firm for use in manufacturing within the state. The business is restricted to having a single parcel of property within a municipality and having assets between \$10 million and \$11 million on the day of enactment – Unknown (pg 99, #2)

- Provides \$500,000 GPR to the Town of Troy for a farmland protection and preservation pilot program – Clausing (pg 107, #1)
- Allows the city of Eagle River to adopt a 0.5% gross receipts tax from the sale, lease or rental of goods or services sold by tourism-related retailers without reaching the 40% equalized assessed value of taxable property – Breske (pg 102, #2)

Transportation

- Requires DOT to earmark money to place a traffic signal at the intersection of US Highway 51 and Townline Road in Rock County. DOT is required to let the contract no later than April 1, 2001. – Robson (pg 108, #1)
- Increase reimbursement to Milwaukee County Sheriff by \$105,000 to cover cost of patrolling Lake Parkway – Burke (pg 109, #1)
- Direct DOT to construct a noise barrier along the west side of I-94 south of Grange Avenue. Prioritize this project within the existing budget for retrofit noise barrier construction. – Grobschmidt (pg 110, #3)
- Require the DOT to install a stop signal at the intersection of STH 32 and Columbia Avenue in South Milwaukee – Grobschmidt (pg 110, #4)
- Provide \$287,100 SEG for railroad crossing gates in Stevens Point – Shibilski (pg 111, #1) \$287,100 SEG
- Requires DOT to maintain a sign on I-43 for the Black Holocaust Museum. (A sign has already been erected at the Museum's expense) – Moore (pg 114, #1)
- Place US Hwy 23 on the enumeration list allowing it to compete for funds already available – Baumgart (pg 114, #2)
- Require DOT, no later than June 30, 2001 to conduct a corridor study for USH 8 in Barron, Polk, Price, and Rusk Counties and to report the results to the County Boards in each of those counties – Clausing, Jauch, Decker (pg 114, #5)