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<u>Program</u>	<u>Base</u>	<u>FY 2001 Funding</u>	<u>% Above Base</u>
Intox. Drivers	\$ 150,000	\$ 464,700	+209.8%
ACE	\$ 71,800	\$ 138,300	+ 92.6%
E & D - Cty. Aid	\$ 6,439,600	\$ 7,372,700	+ 14.5%
Transit	\$ 84,323,600	\$ 93,006,500	+ 10.3%*
E & D - Vehicles	\$ 2,197,800	\$ 2,413,400	+ 9.8%
Expwy. Police	\$ 900,800	\$ 970,800	+ 7.8%
GTA	\$ 326,483,400	\$ 347,802,800	+ 6.5%
Majors	\$ 207,505,400	\$ 220,134,100	+ 6.1%
Lift Bridge Aid	\$ 1,350,000	\$ 1,425,000	+ 5.6%
Maintenance	\$ 147,594,600	\$ 154,738,300	+ 4.8%
STH Rehab	\$ 533,426,300	\$ 549,579,600	+ 3.0%
LRIP			+ 0.0%
Local Rds. Fed \$	\$ 71,379,700	\$ 71,379,700	+ 0.0%

* Does not include increases in federal transit funding.

Amend portions of Wis. Stat. § 20.395(3) as follows:

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(cq) *State Highway Rehabilitation, State Funds.* As a continuing appropriation, the amounts in the schedule for improvement of existing state trunk and connecting highways; for improvement of bridges on state trunk or connecting highways and other bridges for which improvement is a state responsibility, for necessary approach work for such bridges and for replacement of such bridges with at-grade crossing improvements; for the construction and rehabilitation of the national system of interstate and defense highways and bridges and related appurtenances; for special maintenance activities under s. 84.04 on roadside improvements, for bridges under s. 84.10; for payment to a local unit of government for a jurisdictional transfer under s. 84.02(8); and for the disadvantage business demonstration and training program under s. 84.076. Any amounts used for pavement marking, highway signing, traffic signalization and highway lighting shall be used as part of original installation only. Such funds may also be used for the replacement of pavement marking, highway signing, traffic signalization, and highway lighting, provided, however, that such funds are part of an improvement for other purposes listed in this subsection.

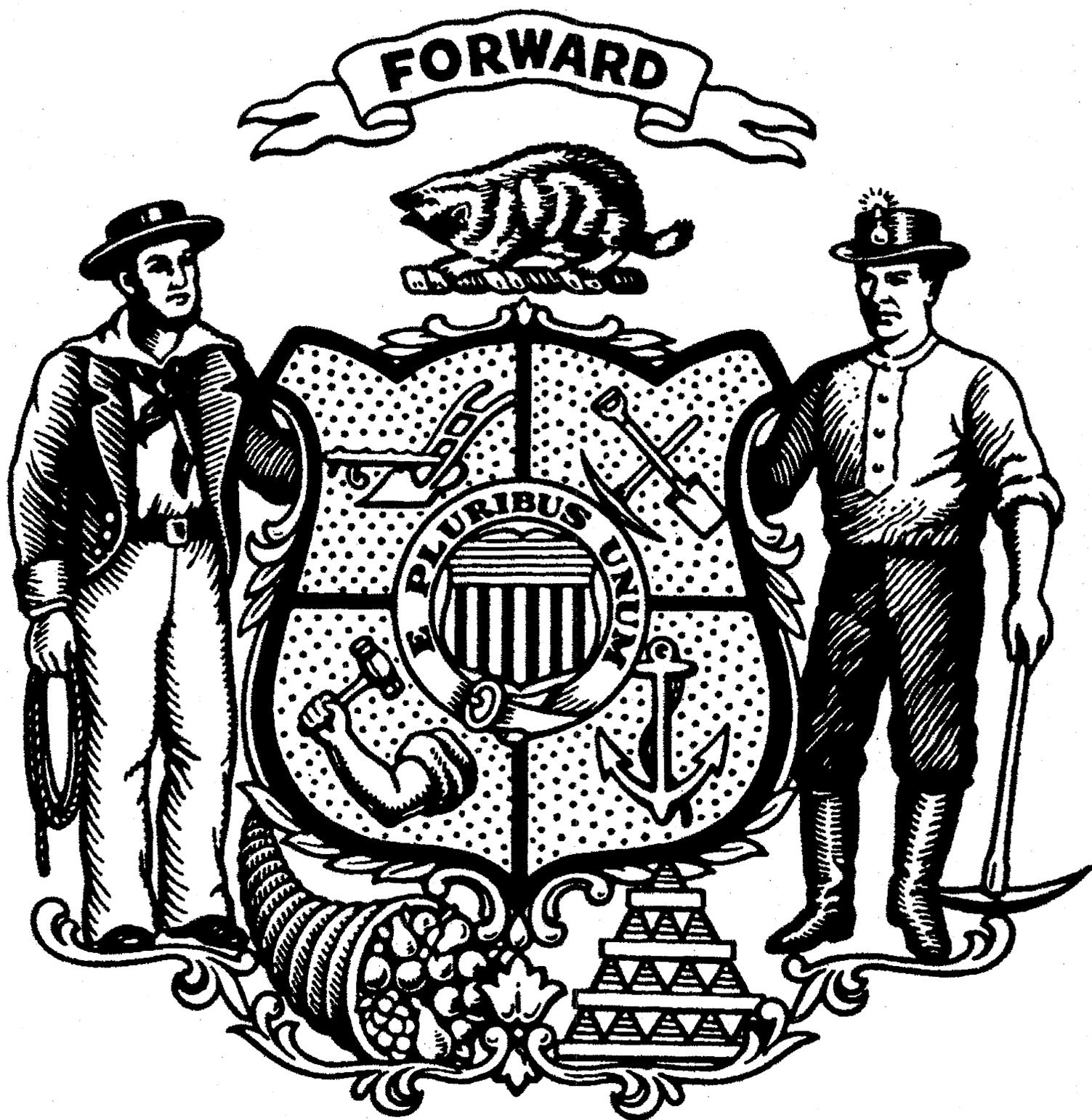
(cx) *State Highway Rehabilitation, Federal Funds.* All monies received from the federal government for improvement of existing state trunk and connecting highways; for improvement of bridges on state trunk or connecting highways on other bridges for which improvement is a state responsibility, for necessary

approach work for such bridges and for replacement of such bridges with at-grade crossing improvements; for the construction and rehabilitation of the national system of interstate and defense highways and bridges and related appurtenances; for special maintenance activities under s. 84.04 on roadside improvements and for the disadvantaged business demonstration training program under s. 84.076, for such purposes. Any amounts used for pavement marking, highway signing, traffic signalization and highway lighting shall be used as part of original installation only. Such funds may also be used for the replacement of pavement marking, highway signing, traffic signalization, and highway lighting, provided, however, that such funds are part of an improvement for other purposes listed in this subsection.

(eg) *Highway Maintenance, Repair and Traffic Operations, State Funds.* Biennially, the amounts in the schedule for the maintenance and repair of roadside improvements under s. 84.04, state trunk highways under s. 84.07 and bridges that are not on the state trunk highway system under s. 84.10; for highway operations such as permit issuance, pavement marking, highway signing, traffic signalization and highway lighting under ss. 84.04, 84.07, 84.10 and 348.25 to 348.27 and ch. 349; and for the disadvantaged business demonstration and training program under s. 84.076. This paragraph does not apply to special maintenance activities under s. 84.04 on roadside improvements. Except as specifically provided in s. 20.395(3)(cq) and (cx), such funds shall be the exclusive source of funding of pavement marking, highway signing, traffic signalization and highway lighting.

(ex) *Highway Maintenance, Repair and Traffic Operations, Federal Funds.* All monies received from the federal government for the maintenance and repair of roadside improvements under s. 84.04, state trunk highways under s. 84.07 and bridges that are not on the state trunk highway system under s. 84.10; for highway operations such as permit issuance, pavement marking, highway signing, traffic signalization and highway lighting under ss. 84.04, 84.07, 84.110 and 348.25 to 348.27 and ch. 349; and for the disadvantaged business demonstration and training program under s. 84.076; for such purposes. This paragraph does not apply to special maintenance activities under s. 84.04 on roadside improvements. Except as specifically provided in s. 20.395(3)(c) and (ex), such funds shall be the exclusive source of funding of pavement marking, highway signing, traffic signalization and highway lighting.

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WTBA Fiscal Priorities

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STH Rehabilitation:

Increase FY 2001 funding to 6.1% Above FY 2001 Base \$ 16.4 million

Pay Additional Stormwater Costs in FY 2001 \$ 5.4 million
((\$4.9 million Stormwater costs in FY 2000 paid by \$6.7 m increase)

STH Majors:

Shift \$858,400 from FY 2000 to FY 2001 to pay Stormwater Costs \$ 0

Eliminate STP-Discretionary Program:

This is a Wisconsin set-aside of federal highway funds, dedicated to bus replacements and bike projects. Large increases for transit capital funding and enhancements in TEA-21 make this program unnecessary \$ - 6.8 million
OR

(Alternative: eliminate program, but shift \$1 million annually in federal funds to Enhancements, and dedicate it to bike projects.) \$ - 4.8 million

LRIP:

Provide 3% annual increase. \$ 1.3 million (est.)

Provide \$1 million annually for CHIP-D \$ 2.0 million

Provide \$3 million annually for new MHIP-D program \$ 6.0 million

Fund \$1 million increase in TRIP-D (now draw from program) *(large town program)* *new - for cities* \$ 1.0 million

Shift \$500,000 of TRIP-D increase to FY 2001 \$ 0

Partially fund LRIP increases from reductions in GTA \$ - ? million

Federally Funded Local Road Programs:

Shift 50% of the \$6 million increase in FY 2000 to FY 2001. \$ 0

Transit:

Reduce increase in CY 2000, so that FY 2001 funding level is set at 6.1% above FY 2001 Base \$ - 3.5 million (est.)

Combine state and federal funding in single appropriations for Tier A, B, C, and D. Reduce state funding, so that combined federal-state operating assistance grows by 6.1% above combined FY 2001 Base. \$ - ? million

Adopt transit caps requested by Governor for all systems, to prevent systems using federal flexibility to shift federal resources to operations, leaving state to pick up capital bill, as buses age. \$ - ? million

Adopt local match requirement for Tier D \$ 0

Eliminate Transportation Demand Management (TDM) Program:

Created to support federal ridesharing mandates, which have been repealed, this program can be eliminated. \$ - 0.7 million

GTA:

Reduce increase in CY 2000, so that FY 2001 funding level is set at 6.1% above FY 2001 base. \$ - 1.4 million (est.)

Elderly and Disabled:

Provide 3% Annual Increases. \$ - 0.7 million

Fabricated Housing:

Reverse Joint Finance Action \$ - ? million
Shibilski - tax exemption for Wausau Homes ^{\$700,000}

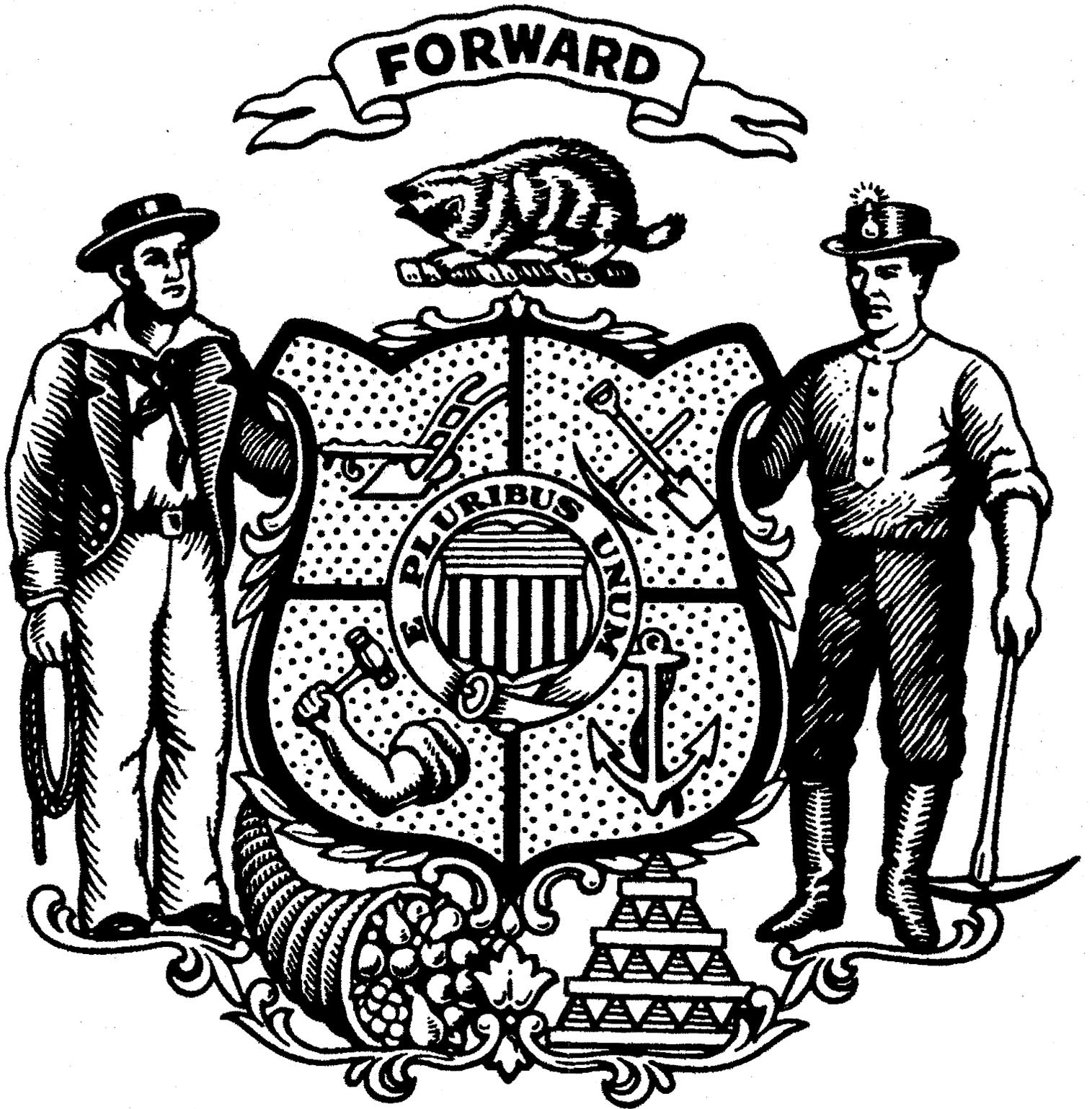
Lift Bridge Aid:

Provide 3% annual increases. \$ - 0.4 million

Expressway Policing Aid:

Provide 3% annual increase. \$ - 0.1 million

END



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Motion

Create a Statutory Definition for ITS Activities

Create New Appropriation for ITS Spending

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Chapter 84 is amended to define Intelligent Transportation Systems (ITS), State Highway Program as any application of electronic or information-based technology to improve the operations of state highways, to include the installation, maintenance, operations, and replacement of such systems.

Federal, state, and local appropriations for ITS Activities are established in Chapter 20, starting in FY 2001, funded at \$0.

The department of transportation is directed to estimate and report to the Joint Committee on Finance meeting no later than December 31, 2000 under Chapter 13.10, how much of its existing federal, state and local appropriations for Major Projects, STH Rehabilitation, and STH Maintenance will be allocated to ITS activities in FY 2001. The Joint Committee on Finance shall reduce the appropriations for Major Projects, STH Rehabilitation, and STH Maintenance by the amounts recommended by the department, and reallocate the sum of those amounts to the new FY 2001 appropriations for ITS activities. The Committee may adjust the department's recommendations as appropriate.

Effective July 1, 2000, the department may not spend federal or state transportation funds on ITS activities beyond the amounts listed in the ITS Appropriations under Chapter 20.

Currently, the department funds all ITS activities from a series of appropriations, as it sees fit. This motion will establish legislative review over Departmental plans to install, maintain, and operate new Intelligent Transportation Systems. There is no fiscal impact.

COMPREHENSIVE PLANNING

Planning Grants for Comprehensive Planning Activities

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Motion:

Move to modify the local planning grant program and comprehensive planning provisions of the bill by doing the following:

1. *Planning Grants to Local Units of Government.* Create a new PR-funded, annual appropriation under the Department of Administration (DOA) for the purpose of making planning grants to a county, city, village, town or regional planning commission. Authorize DOA to make an annual assessment of the state agencies enumerated below to fund these planning grants. Specify that this appropriation, DOA's authority to assess agencies and the associated grant program would be repealed, effective July 1, 2010.

2. *Assessment of Certain State Agencies to Fund the Planning Grants.* Provide that annually the Secretary of DOA shall assess DOA, DATCP, Commerce, DNR, DOR and the UW System \$250,000 each to support the planning grants and the costs of program delivery. Provide that the annual assessment would be applied against each agency's GPR-funded general program operations appropriations, in amounts as determined by the Secretary of DOA, such that the total assessed from all such appropriations under each agency would total \$250,000. Provide that the amounts assessed would be credited to the PR-funded planning grant appropriation account, after first deducting the amounts separately appropriated to support DOA staffing for planning grant activities, the UW-Extension Local Planning Educational and Technical Assistance Program, and the UW-Extension Model Ordinance Development Initiative (all as described below). Provide total expenditure authority under the new planning grant appropriation of \$1,430,000 PR in 1999-00 and \$1,288,200 PR in 2000-01.

3. *Purpose of the Planning Grants.* Specify that the activities eligible for funding under this planning grants appropriation would include contracting for planning consultant services, public planning sessions and other planning outreach and educational activities, or the purchase of computerized planning data, planning software or the hardware required to utilize that data or software. Stipulate that only complete comprehensive planning efforts containing all nine planning elements enumerated under s. 66.0295, as created by the bill, would be eligible for grants. Specify that DOA may require grantees to finance from local resources not more than 25% of the costs of the product or services to be supported by the planning grant.

4. *Approval of Planning Grants.* Specify that prior to the awarding of any planning

Not
applicable
DOA

grants from this new appropriation. DOA would be required to forward a statement of the proposed expenditures to the Wisconsin Land Council and, through August 31, 2003, obtain the Land Council's written approval of the expenditures. In making such a funding determination, require the Land Council to favor grant applications if they contain the elements described below.

5. *Administrative Rules Establishing Funding Priorities for Awarding Planning Grants.* Authorize the Land Council to promulgate administrative rules specifying how planning grant applications containing the following provisions will be favored over those grant applications that do not contain these provisions:

a. Joint planning. Planning efforts that involve overlapping or neighboring jurisdictions will be favored over single unit planning efforts.

b. Coordination with state goals. Applications that are accompanied by a statement that the plans would meet the following state policy goals will be favored over applications that do not include these goals:

- Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures.] *really new*
- Encouragement of neighborhood designs that support a range of transportation choices.]
- Protection of natural areas, including wetlands, wildlife habitats, lakes and woodlands, open spaces and groundwater resources.
- Protection of economically productive areas, including farmland and forests.]
- Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state government and utility costs.
- Preservation of cultural, historic and archaeological sites.
- Encouragement of coordination and cooperation among nearby units of government.
- Building of community identity by maintaining physical separation between urban areas, revitalizing main streets and enforcing design standards.
- Providing an adequate supply of affordable housing for all income levels throughout each community.
- Providing adequate infrastructure and public services and supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.
- Promoting the expansion or stabilization of the current economic base and the creation of a

range of employment opportunities.

- Balancing individual property rights with community interests and goals.

- Planning and development of land uses that create or preserve varied and unique urban and rural communities.

c. Smart growth areas. Planning efforts that identify smart growth areas to which state and local infrastructure and other investments will be favored, if the areas will (i) promote the development and redevelopment of lands with existing infrastructure and municipal, state and utility services, where practicable; and (ii) encourage efficient development patterns that are both contiguous to existing development and at densities which have relatively low municipal, state government and utility costs.

d. Implementation. Planning efforts, including subsequent updates and amendments that include development of implementing ordinances, including but not limited to zoning, subdivision and land division ordinances, will be favored over planning-only efforts.

e. Completion. Planning efforts that promise completion within 30 months of the date on which the grant would be awarded will be favored.

f. Public participation. Planning efforts that provide opportunities for public participation throughout the planning process will be favored.

6. *State Agency Activities and Administrative Rules Affecting Land Use.* Enumerate by statute the state land use policy goals specified under 5.b. above and require that all state agency activities and proposed administrative rules affecting land use must be developed to meet these goals. Specify that, to the extent practicable, all state programs that require local units of government to prepare plans would be required to integrate these planning requirements with local comprehensive plans.

7. *Modifications to Planning Grant Program Funded from the Transportation Fund.* Modify the Governor's proposed \$1,000,000 annual local planning grant program funded from transfers from DOT's highway administration and planning federal funds appropriation to DOA by: (a) allowing DOA to require not more than a 25% local match, rather than requiring a 20% match as recommended by the Governor; and (b) specifying that the grants can only be made for purposes related to the transportation element of a comprehensive plan.

8. *DOA Staffing for Planning Grant Activities.* Provide \$50,000 PR annually and authorize 1.0 PR position in DOA's Office of Land Information Services in a new annual appropriation funded from the agency planning grant assessments to support the operation of the new planning grant program.

9. *UW-Extension Local Planning Educational and Technical Assistance Program.*

Provide \$161,800 PR in 2000-01 funded from the agency planning grant assessments in a new annual appropriation for the University of Wisconsin-Extension and authorize 2.0 PR positions starting in 2000-01 for a University of Wisconsin-Extension local planning educational and technical assistance program. Specify that the program would be aimed at educating local policy makers on planning and the local planning grants program.

10. *UW-Extension Initiative to Develop a Model Ordinance for Traditional Neighborhood Development.* Provide \$20,000 PR in 1999-00 funded from the agency planning grant assessments in the newly-created UW-Extension appropriation and require UW-Extension, in consultation with any other UW institution, a landscape architect, independent planners or any other consultant with an expertise in traditional neighborhood planning and development, to develop a model ordinance for traditional neighborhood development. Define traditional neighborhood development to mean a compact, mixed-use neighborhood where residential, commercial and civic buildings are within close proximity to each other. Require UW-Extension to develop the model ordinance by January 1, 2001.

11. *Approval of Final Plats.* Repeal the current law provision specifying that no approving authority or agency having the power to approve or object to plats shall condition the approval or base the objection on any requirement other than the provisions of Chapter 236 of the statutes, a local ordinance, a local master plan or rules of the Department of Commerce (relating to certain sewer service connections) and the Department of Transportation (relating to highway entrances). Provide instead that if a preliminary or final plat meets the requirements of s. 236.13 of the statutes, all approving authorities must approve the plat and agencies having the power to approve or object to plats shall approve, or certify non-objection to, the plat within the appropriate time frames provided in Chapter 236 of the statutes. Repeal current law provisions that require the approval or review of a plat to be based on consistency with any plan adopted under s. 236.46 or an official map under s. 62.23 and, instead, require the approval or review to be based on consistency with a comprehensive plan or a master plan, if the community does not have a comprehensive plan, effective January 1, 2000.

12. *Smart Growth Dividend Aid Program.* Require DOA and DOR to jointly propose a smart growth dividend aid program in their budget requests for 2001-03 to provide aid beginning in 2005-06. Require the proposal to include provisions that would distribute aid to towns, villages, cities and counties that meet the following requirements: (i) the local government has adopted a comprehensive plan that the Land Council and DOA have determined meets the provisions in paragraph 5; (ii) the local government has implemented the plan in accordance with paragraph 14; and (iii) the population density within the local government's boundaries has increased. Require the proposal to include a provision requiring the Land Council to approve or disapprove grant applications within 60 days of submission.

13. *Comprehensive Planning.* Modify the Governor's recommendation regarding comprehensive planning as follows:

- a. Replace the definition of the issues and opportunities element with the following:

Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

b. Replace the definition of the housing element with the following:

A compilation of objectives, policies, goals, maps and programs to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock and provide a range of housing choices, recognizing local and regional housing needs for all income levels and for all age groups and special needs. The element shall also identify specific policies and programs that promote the availability of land for the development or redevelopment of low and moderate income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

c. Replace the definition of the transportation element with the following:

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including streets, roads and highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall identify highways and streets within the local governmental unit by function and incorporate other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area or rural area transportation plans, airport master plans and rail plans, that apply to the local governmental unit.

d. Replace the definition for the utilities and community facilities element with the following:

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, stormwater management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and

facilities or to create new utilities and facilities, and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

e. Replace the definition of the agricultural, natural and cultural resources element with the following:

A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historic and cultural resources, community design, recreational resources and other natural resources.

f. Replace the definition of the economic development element with the following:

A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development policies and programs that apply to the local governmental unit.

g. Replace the definition of the intergovernmental cooperation element with the following:

A compilation of objectives, policies, goals, maps and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental entities. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.023, 66.30 or 66.945. The statement shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

h. Replace the definition of the land use element with the following:

A compilation of objectives, policies, goals, maps and programs to guide the future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit,

such as agricultural, residential, commercial, industrial and other public and private uses. The element shall analyze trends in the supply, demand and price of land; opportunities for redevelopment; and existing and potential land-use conflicts. The element shall contain projections, based on the background information specified in par. (a), for 20 years with detailed maps, in five-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps showing current and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in par. (d), will be provided in the future, consistent with the timetable described in par. (d), and the general location of future land uses by net density or other classifications.

- i. Replace the definition of the implementation element with the following:

A statement of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, sign regulations, erosion and stormwater control ordinances, historic preservation ordinances, site plan regulations, design review ordinances, building codes, mechanical codes, housing codes, sanitary codes or subdivision ordinances, to implement the objectives, policies, plans and programs contained in pars. (a) to (h). The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

14. *Certain Programs and Actions to Be Consistent with Comprehensive Plans.* Require that the following programs and actions be consistent with comprehensive plans, beginning on January 1, 2010:

- a. municipal incorporations;
- b. annexations;
- c. cooperative boundary agreements;
- d. official mapping;
- e. subdivision plat review and/or land division processes;
- f. extraterritorial plat review;
- g. county zoning ordinances;
- h. city and village zoning ordinances;
- i. town zoning ordinances;
- j. the transportation facilities economic assistance program;
- k. farmland preservation planning;
- l. development impact fees;
- m. land acquisition for local parks under the Stewardship Fund;
- n. shoreland zoning ordinances;

- o. wetland regulations;
- p. stormwater management plans and regulations; and
- q. all other plans and regulations affecting land use.

15. *Procedures for Adopting Comprehensive Plans and Related Regulations.* Require local governments to comply with the following procedures when adopting a comprehensive plan:

a. Require the governing body of the local government to adopt written procedures designed to provide early and continuous public participation in the preparation and amendment of the comprehensive plan and any regulation relating to the implementation of such plan. Require the procedures to provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, open discussion, communication programs, information services, and consideration of and response to public comments.

b. Provide that planning commissions shall recommend comprehensive plans, elements of plans, amendments to plans and additions to plans by resolution adopted by a majority of the commission's membership. Require the resolution to refer expressly to maps and other descriptive matter intended by the planning commission to form the whole or an element for the recommended plan. Require the resolution to be recorded in the official minutes of the planning commission. Require one copy of the comprehensive plan or amendment to the plan to be transmitted to: (i) each of the affected governing bodies within the jurisdiction, including, but not limited to, the local school district, sewer district and parks commission; (ii) adjacent units of government; (iii) the county in which the local unit of government is located; and (iv) the Wisconsin Land Council, or to DOA after September 1, 2003.

c. Specify that a comprehensive plan or an amendment to the plan that has been recommended by the local planning commission must be adopted as an ordinance by the governing body of the local government to become effective. Prohibit the governing body of the local government from adopting a comprehensive plan that does not contain all of the elements specified under the comprehensive planning provisions. Require ordinances adopting a plan or amendments to a plan to be by majority vote of the entire membership. Require the local unit of government to make the comprehensive plan and related amendments available for purchase to the public at the actual cost associated with photocopying the comprehensive plan, or at a lesser amount. Require the plan to be filed with: (i) the clerk of the local unit of government; (ii) the public library that serves the area in which the local government unit is located; (iii) the regional planning commission in the region where the local government is located; and (iv) the clerks of any adjoining local unit of government.

d. Require the governing body of a local government to hold at least one public hearing prior to adopting a comprehensive plan or an amendment to the plan. Require the governing body to give notice by publication in a newspaper having general circulation within the local unit of government at least 30 days before the public hearing. Authorize the governing body to give notice by publication on a computer-accessible information network or by other appropriate means. Require the form of the notice to include: (i) the date, time and place of the hearing; (ii) a

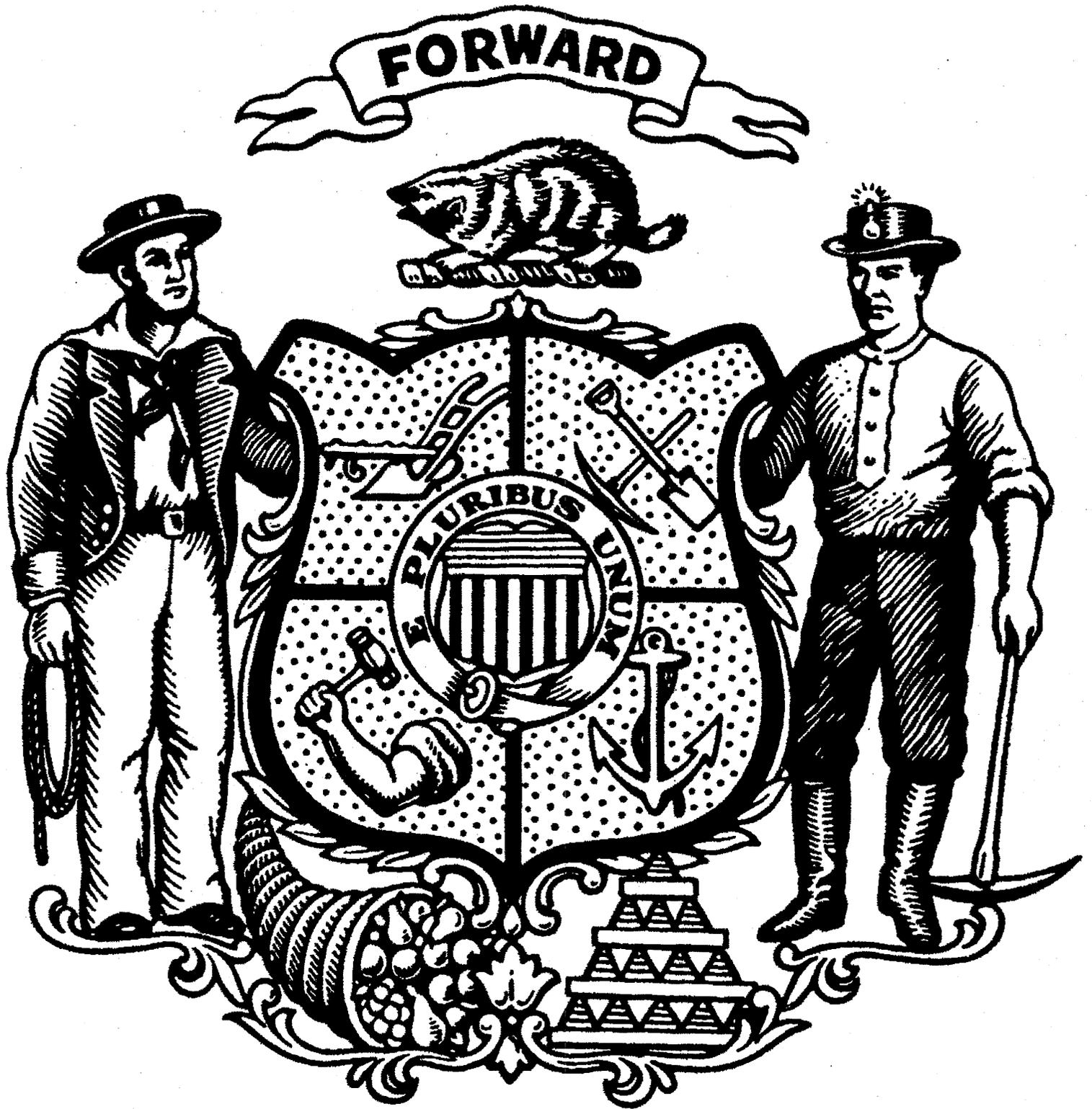
description of the substance of the proposed plan or related amendment, including maps where appropriate; (iii) a contact person from the local government from whom additional information may be obtained; (iv) the time and place where the proposed plan or related amendment may be inspected by any interested person prior to the hearing; and (v) the location where copies of the proposed plan or related amendment may be obtained or purchased.

16. *Required Adoption of Model Ordinance for Traditional Neighborhood Development.* Require each town, village and city with a population of at least 5,000 to adopt an ordinance for traditional neighborhood development by January 1, 2002, that is substantially similar to the model ordinance to be developed by the University of Wisconsin-Extension. Provide that the ordinance is not required to be mapped.

17. *Plan Commission Memberships.* Modify current law provisions regarding membership on town, village or city plan commissions to permit, rather than require, local officials to serve on such a commission.

[Change to Bill: \$3,000,000 PR-REV; \$3,000,000 PR]

END



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WTBA Position on Comprehensive Planning

State Policy Goals:

- As Priority #1, these should be removed from the bill, for the following reasons:
 - ◆ The Land Use Council should extensively revise them, based on the purpose to which they will be used.
 - ◆ **IT IS ABSOLUTELY CRITICAL THAT STATE POLICY GOALS INCLUDE THOSE THAT VALIDATE WisDOT'S MISSION AND THE FUNCTION/PURPOSE OF TRANSPORTATION SYSTEMS THAT CROSS JURISDICTIONAL LINES.**
 - ◆ Transportation-related goals should include mobility; safety; state and regional economic development; improved industrial productivity and competitiveness; access to jobs, shopping, schools, recreation. A good way to accomplish this would be to create goals for a number of areas (e.g., economic development, transportation, agriculture, environment, etc.).

If they stay in the bill, the goals should be redrafted to make them strictly local planning goals, and any reference to state agency requirements to meet these goals should be deleted.

Absolute Primacy of Local Comprehensive Plans:

- The requirement that certain programs and actions be consistent with comprehensive plans should be re-written to clarify that only local governments must act consistently with their own plans, or revise them.

Any implication that state agencies, regional planning commissions, and metropolitan planning commissions (MPO's) or counties must strictly adhere to municipal plans should be removed.

WITHOUT THIS CHANGE, STATE, REGIONAL, AND COUNTY TRANSPORTATION SYSTEM DECISIONS WOULD BE BALKANIZED AND CONTROLLED, LOCAL JURISDICTION BY LOCAL JURISDICTION.

- The requirement that state grants for the transportation facilities economic assistance program (TEA) must conform to local comprehensive plans should be removed. TEA is designed to provide fast-track projects, to capture new jobs. Delays to formally adjust local plans to accommodate industrial development could forfeit the jobs.

- The bill **MUST** acknowledge the primacy of MPO-prepared federally mandated regional transportation plans in transportation decision-making. Mechanisms to coordinate the federal planning process with local comprehensive plans must be developed and incorporated. No federal funds can be spent unless a project is included in the MPO Plan and Transportation Improvement Program (TIP).
- The bill fails to provide a mechanism to coordinate the transportation element of a comprehensive plan with that of a neighboring jurisdiction. Which has primacy, if there is an inconsistency.
- The bill only requires a local comprehensive plan to compare its transportation element to state and regional transportation plans. There is no mechanism to resolve disputes. Which planning level prevails, if there is a dispute? State and regional transportation plans are excluded from the list of transportation plans that are required to be incorporated in the local comprehensive plan. They should be added to the list.

Federal Funding:

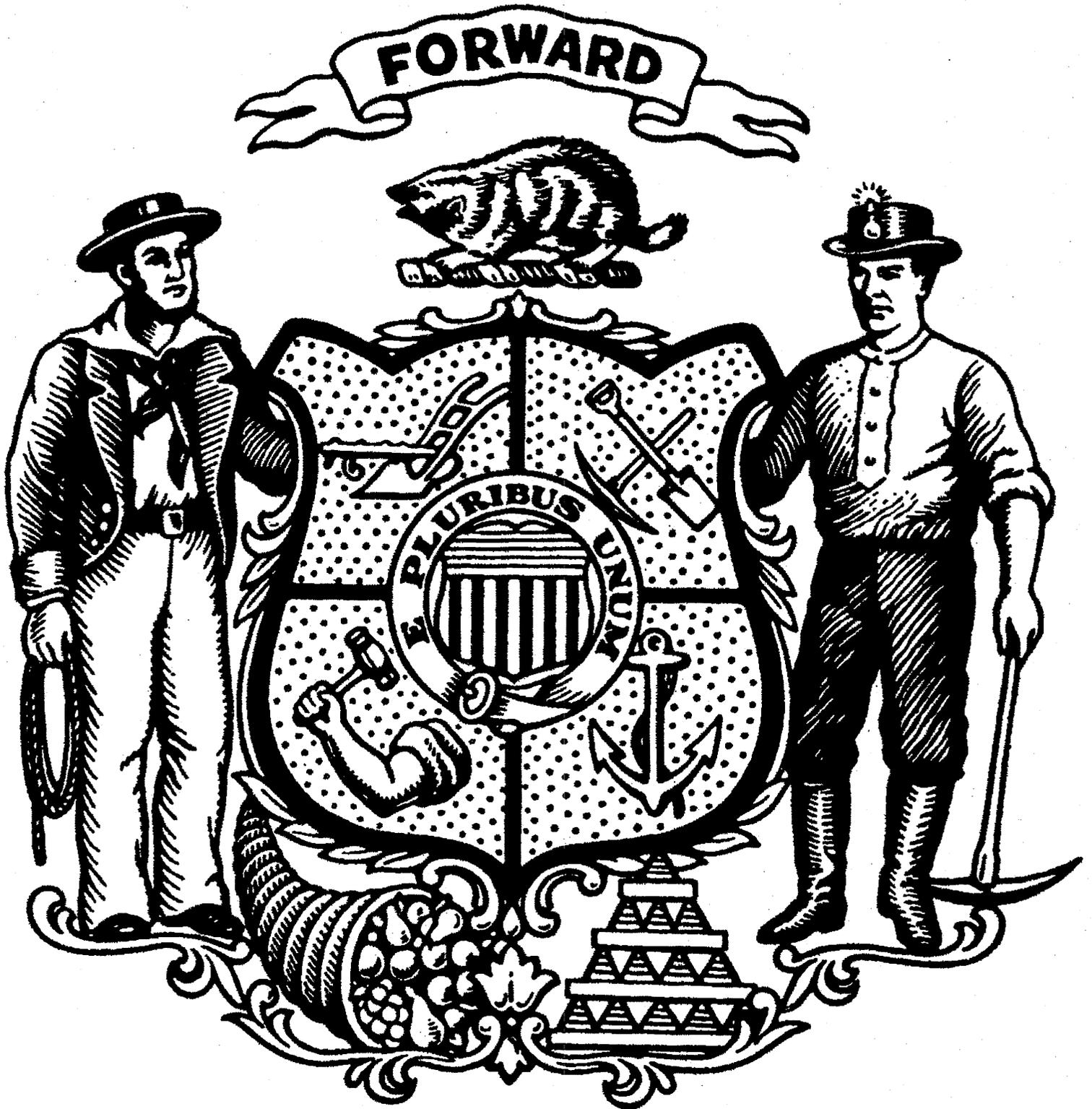
- The federal funding allocated to the transportation element of a local comprehensive plan should be removed and reallocated to other Transportation Fund priorities.
- Failing that, the funding should be placed in a new WisDOT appropriation, independent of DOA control. The statutory purpose of the appropriation should be to require WisDOT to make grants to MPO's, RPC's, counties, or municipalities larger than 50,000 in population, to improve the coordination of land use and transportation planning. Preference will be given to transportation corridor planning grants.

A minimum local match should be required. The bill allows DOA to impose a match up to 25%, but does not require any at all. Federal funds require a 20% match. Without this requirement, state transportation funds would have to pay the match.

Approval of Final Plans:

- There is a real possibility that the statutory language might invalidate DOT's ability to require setbacks, as land is developed. Setbacks allow space for additional lanes, when needed, due to adjacent development. This is unacceptable.

END



END

<u>Program</u>	<u>Base</u>	<u>FY 2001 Funding</u>	<u>% Above Base</u>
Intox. Drivers	\$ 150,000	\$ 464,700	+209.8%
ACE	\$ 71,800	\$ 138,300	+ 92.6%
E & D - Cty. Aid	\$ 6,439,600	\$ 7,372,700	+ 14.5%
Transit	\$ 84,323,600	\$ 93,006,500	+ 10.3%*
E & D - Vehicles	\$ 2,197,800	\$ 2,413,400	+ 9.8%
Expwy. Police	\$ 900,800	\$ 970,800	+ 7.8%
GTA	\$ 326,483,400	\$ 347,802,800	+ 6.5%
Majors	\$ 207,505,400	\$ 220,134,100	+ 6.1%
Lift Bridge Aid	\$ 1,350,000	\$ 1,425,000	+ 5.6%
Maintenance	\$ 147,594,600	\$ 154,738,300	+ 4.8%
STH Rehab	\$ 533,426,300	\$ 549,579,600	+ 3.0%
LRIP			+ 0.0%
Local Rds. Fed \$	\$ 71,379,700	\$ 71,379,700	+ 0.0%

* Does not include increases in federal transit funding.

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USE OF STEWARDSHIP PROGRAM FUNDS FOR CERTAIN DOT COMPONENTS OF THE USH 12 AGREEMENT

Budget Amendment:

- 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 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.
- This motion would require Stewardship funds to be used to reimburse the Transportation Fund for expenditures made by DOT to comply with the components of the USH 12 agreement described above.

Arguments:

- Although the environmental goals of this agreement may be commendable, the current funding source is completely inappropriate.
 - Fuel taxes are intended to pay for highways and other transportation needs, not to buy forest resources. These types of environmental projects should be paid for by the Stewardship Fund.
- The additional \$12 million represents a 20% increase in the cost of the entire USH 12 project. This is a substantial amount of money being taken away from the Transportation Fund.
- This agreement sets a dangerous precedent for future transportation projects.
 - Projects will become much more costly for taxpayers 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.
 - Other highway opponents will 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.

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X. Stewardship

JFC Action

The Joint Finance Committee modified the Governor's recommendation to allow the state to contract public debt in an amount not to exceed \$404 million for a reauthorized Warren Knowles-Gaylord Nelson Stewardship 2000 program. The committee set the annual bonding authority under the program at \$40.4 million.

Motion

This motion modifies the Joint Committee on Finance and limits the price paid for certain properties by local units of government.

1. Reduce the total bonding authority to provide \$350 million over ten years (FY01 to FY10), at \$35 million annually.
2. Create or modify the following categories and funding levels:

Fiscal Year	Land Acquisition	Local Assistance and Property Development			Baraboo Hills	Great Lakes Bluffs
		Development	CREP			
2000-01	\$10,000,000	\$ 8,100,000	\$10,000,000	\$5,000,000	\$1,900,000	
2001-02	\$13,500,000	\$11,000,000	\$10,000,000		\$ 500,000	
2002-03	\$15,500,000	\$12,700,000	\$ 6,300,000		\$ 500,000	
2003-04	\$19,000,000	\$15,500,000			\$ 500,000	
2004-05-	\$19,500,000	\$15,500,000				
2005-06	\$19,500,000	\$15,500,000				
2006-07	\$19,500,000	\$15,500,000				
2007-08	\$19,500,000	\$15,500,000				
2008-09	\$19,500,000	\$15,500,000				
2009-10	\$19,500,000	\$15,500,000				
Total	\$175,000,000 50%	\$140,300,000 40.1%	\$26,300,000 7.5%	\$5,000,000 1.4%	\$3,400,000 1%	

3. Allow the Department of Natural Resources, with the approval of the Governor and the Joint Committee on Finance under 13.10, to borrow from future years for advanced funding of land purchases. This provision is subject to the following conditions:

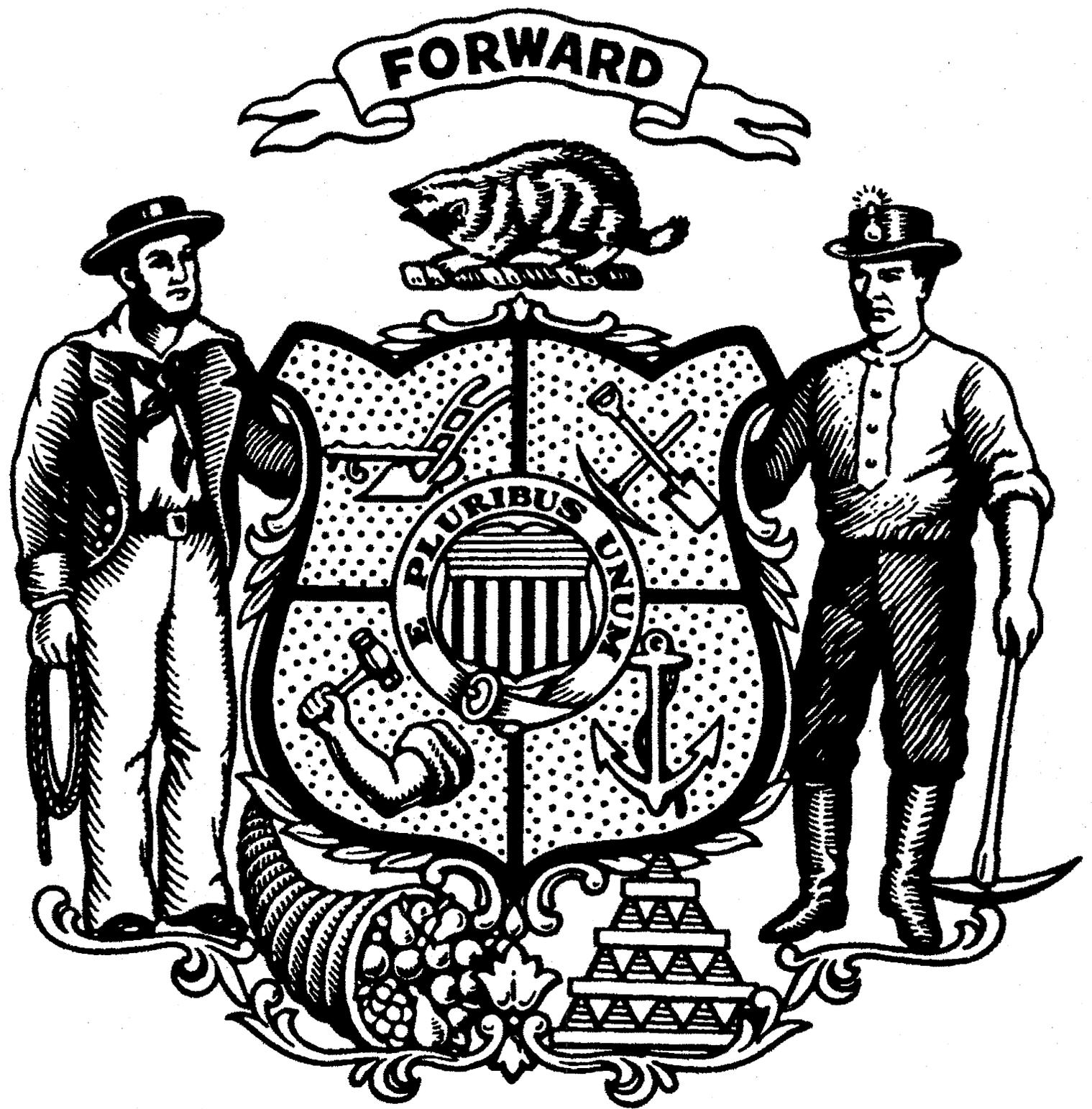
- A portion of the land must be resold.
- Proceeds from the resale must be used to retire the bonds used in the original purchase.
- Upon receipt of proceeds from the resale, the original bond issuance authority shall be restored in the amount of funds received.
- Any outstanding bonds after three years from the original sale shall be deducted from the amounts available from land acquisition for the following fiscal year and any subsequent fiscal year until the total in outstanding bonds is fully allocated.
- The Department of Administration shall monitor all transactions under this provision for ongoing compliance with federal law.

- Allocate \$500,000 bonding authority within the Property Development category in FY00 from the current Stewardship Program and \$500,000 bonding authority within the Local Assistance and Property Development category in FY01 from the Stewardship 2000 Program for development of the Milwaukee Lakeshore State Park.
 - Restore the Conservation Reserve Enhancement Program category as follows:
 - Provide \$26.3 million bonding authority (original amount minus the GPR provided by the Joint Committee on Finance).
 - Specify that the Department of Agriculture, Trade and Consumer Protection (DATCP) would administer the Conservation Reserve Enhancement Program (CREP) category.
 - Specify that DATCP may transfer a portion of the available bonding authority in a given year to any other categories if the Board of Agriculture, Trade and Consumer Protection finds that: a) insufficient moneys are available in the other categories for the project or activity; b) the land involved in the project or activity covers a large area or is uniquely valuable in conserving the natural resources of the state; and c) delaying or deferring all or part of the cost of the project or activity to a subsequent fiscal year is not reasonably possible. After July 1, 2003, DATCP may transfer a portion or all of the unobligated bonding authority if the Board finds that the three conditions apply.
 - Specify that the language in the JCF substitute amendment related to the transfer of funding between fiscal years applies to all categories.
 - Restore the Governor's provisions related to the Baraboo Hills category (i.e., matching funds required for release of funds; match deadline of January 1, 2006; federal non-transportation match requirements).
4. The DNR shall make no contributions toward the purchase of property by any local unit of government in excess of the lowest assessment of the property upon which property taxes were paid for the three tax years preceding the year in which the property purchase transaction takes place.
5. Require DNR to provide bonding authority for the development and expansion of Workers Water Street Riverfront Park (City of Sheboygan) from the Warren Knowles-Gaylord Nelson Stewardship program. Provide \$173,763 BR in one-time funding from the stewardship program. DNR will be given the authority to determine the category from which the funding will be appropriated.

Fiscal Impact

This motion would save the state approximately \$53,826,237 BR over the biennium. (reducing the bonding authority from \$404 million BR to \$350 million BR saves \$54 million BR in funding. + \$173,763 BR must be considered = total savings of \$53,826,237 BR).

END



END

WTBA Priorities - Transportation Policy Issues

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- **Restructure Smart Growth Initiative.** - Albers

Rationale: (See separate paper)

Not in DOT Budget, but tremendous impact. Land use committee - Powers

- **Prohibit the future use of State or Federal Transportation Funds to purchase development rights.**

Rationale: The impact of additional highway capacity on regional development is far less than that caused by general development pressures. Improved land use implementation tools should solve any problem.

- **Repeal Section 84.06(2)(b), which allows the Department to delegate project administration responsibility to local governments.**

Rationale: This will assure consistency in quality design standards, the application of environmental laws, prompt project development, uniformity in bidding processes and contract administration, and maximize competition.

- **Restrict DOT from using the STH Rehabilitation appropriation to pay for the operations, maintenance, or replacement of highway pavement marking, signing, traffic signals or lighting, except as part of a larger improvement project.**

Rationale: the Department has been increasingly using STH Rehabilitation funding, rather than STH Maintenance funding for these activities, reducing the number of improvement projects and diminishing state highway system performance, below the level that the Legislature assumed the STH Rehabilitation appropriation provide.

- **Provide full immunity from liability to contractors, for incorporating recycled or recovered materials in transportation public works contracts.**

Rationale: Current law provides immunity, but only for specified solid wastes and only on state-administered highway projects. This will extend that immunity to all substances advocated by the Recycling Board and listed by DNR, on all transportation projects.

Counties have signed off. Check out!

- **Amend Chapter 86.31, to clarify when counties may use their own forces on CHIP and TRIP work.**

Rationale: An agreement between WTBA and the County Highway Commissioners Association will resolve disputes on this issue, and enable DOT to proceed to final rule-making. (A copy of the precise statutory changes is available.)

- **Create a new appropriation for Intelligent Transportation Systems (ITS) spending, from amounts now allocated to ITS activities from the Major Projects, STH Rehabilitation, and STH Maintenance Appropriations.**

Rationale: This will provide direct Legislative oversight to DOT spending on ITS activities. These costs are projected to grow significantly in the next decade.

- **Eliminate the requirement for JFC review of DOT's long-range modal plans.**

Rationale: Without concurrent review of much more specific MPO plans that restrict and direct state actions, primacy over transportation planning would shift to local governments and threaten state transportation systems.

- **Require the Governor's Approval, or his designee, for all MPO Long-Range Transportation Plans**

Rationale: Federal law already grants this right to the Governor, for MPO Transportation Improvement Programs (TIP's). Many states provide the authority to improve MPO plans as well to the Governor, to assure that the state's interests are represented in the MPO planning process, which allocates millions of federal highway and transit dollars and plans for the allocation of millions of state dollars.

- **Clarify that WisDOT is not required to pay the cost of cleaning up petroleum contamination or hazardous material contamination on existing or prospective right-of-way, if the department did not cause the contamination.**

Rationale: These costs should not be DOT's responsibility. They delay projects and reduce system performance. They also encourage DOT to needlessly shift rights-of-way to avoid contamination, at the expense of other property owners.

*In DOT budget, but Gov. didn't include removed as policy
Lakore getting language*

- **Require the department to report to the TPC and publish an annual report, showing the status and projected completion dates of the following:**
 - ◆ **Any formal departmental study of capacity needs, prior to recommending a project for environmental studies.**
 - ◆ **All projects undergoing formal environmental studies.**
 - ◆ **All projects enumerated for construction. For such projects, projected annual costs for final design, right-of-way, and construction will be reported.**

Rationale: This will provide the TPC and the public complete and up-to-date information about current and potential projects, to improve Legislative oversight of the program schedule.

- **Eliminate or greatly restrict the ability of courts to require WisDOT to suspend drivers' licenses, for non-traffic offenses.**

Rationale: These suspensions require DOT to shift resources from law-abiding drivers, to pay for state enforcement of local non-traffic fines. And they encourage those who need to drive to work to do so without valid licenses. Court use of this statute is growing rapidly, as is driving without a license.

- **Permit the Department to require a Transportation Impact Analysis (TIA) for large-scale development that might significantly impact safety and mobility on adjacent state highways.**

Rationale: This analysis would help the department, local governments, and the developer to better plan for needed transportation facility improvements or changes in development design, before it proceeds. This will reduce significantly future congestion. TIA's have been recommended by every study of land use and transportation in this decade.

- **Permit the Department to require local governments to assess the condition of local roads and report the results to DOT.**

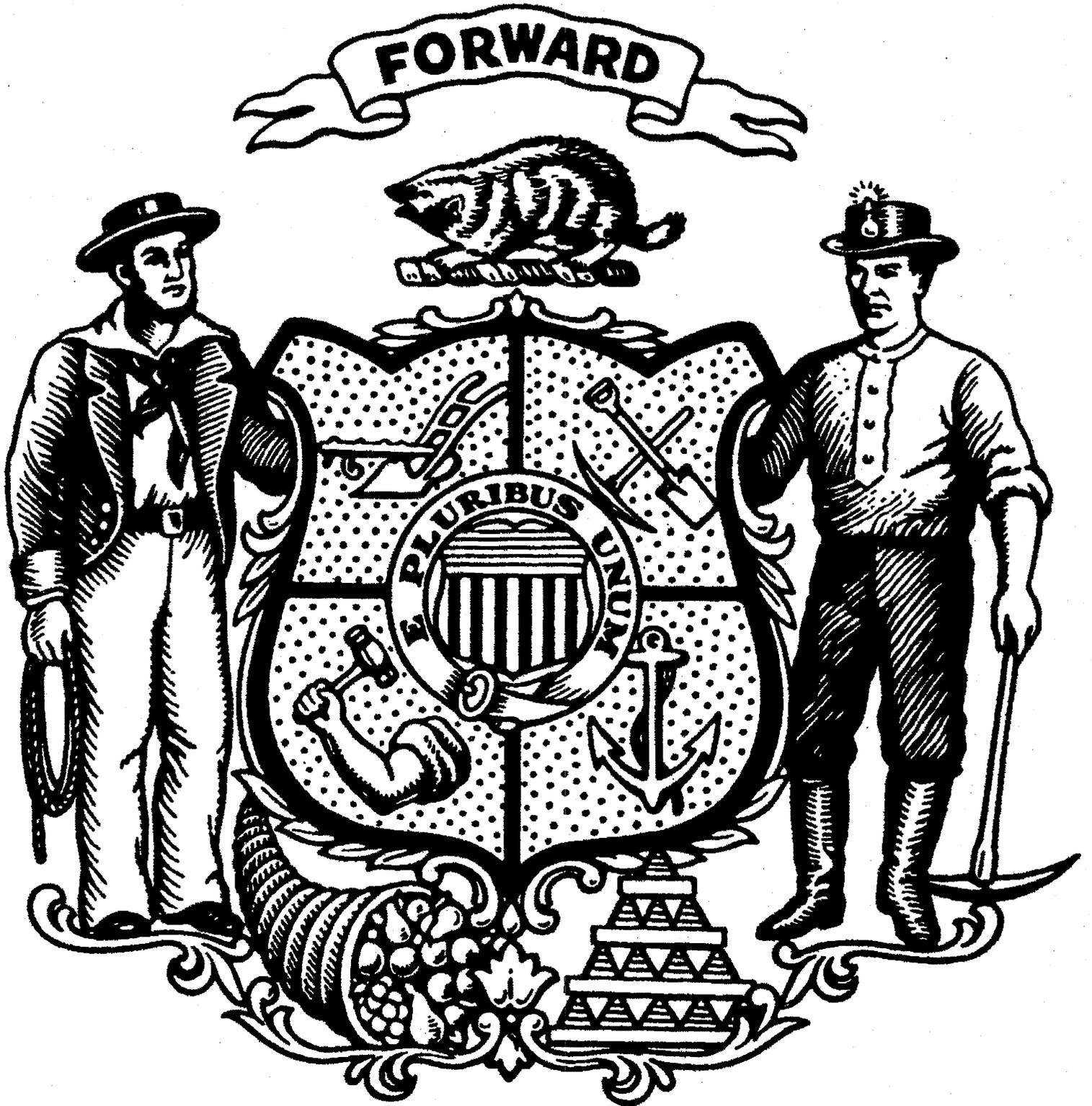
Rationale: This will provide ongoing, comparative information on local road conditions, enable the Legislature to develop programs targeted to address specific local road problems, and evaluate their effectiveness. This is not possible today. This proposal has been developed and endorsed by the Local Roads and Streets Council.

*town
association
request*

- **Extend the water permit authority under the DOT-DNR cooperative agreement to all state transportation projects, regardless of mode.**

Rationale: Not requiring individual permits avoids long-time delays (and costs) for project development, without compromising environmental standards.

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Representative Brandemuehl

TRANSPORTATION

Transportation Package

1. *Deposit Growth in Sales Tax Revenue on Motor Vehicle-Related Items to Transportation Fund.*

Provide that, beginning in the 2002-03 fiscal year, the amount of the annual increase in sales tax collected on the sale or lease of motor vehicles, the sale of motor vehicle parts and the sale of motor vehicle repairs shall be transferred to the transportation fund.

Specify that on March 1, 2002, and annually by March 1 thereafter, the Department of Revenue (DOR) shall certify to the Department of Administration (DOA) the amount of the annual increase in the sales taxes collected from such sales. Provide that DOR shall calculate the annual increase by subtracting the sales taxes collected from such sales in the fiscal year preceding the previous fiscal year from such tax collections in the previous fiscal year (for example, on March 1, 2002, sales tax collections from the sale of motor vehicles, parts and repair services during 1999-00 would be subtracted from such taxes for 2000-01 and the remaining amount, if any, would be transferred to the transportation fund at the beginning of 2002-03).

Based on DOR reports of calendar year tax collections by Standard Industrial Classification (SIC) code, it is estimated that taxable sales of motor vehicles, parts and services increased by 8% from 1996 to 1997, from \$9.8 billion to \$10.6 billion. The growth in the associated sales tax was approximately \$37.0 million. However, sales of motor vehicles vary with overall changes in the economy. While annual percentage changes in such expenditures in recent years have ranged from 3.5% to 8.0%, expenditure forecasts predict decreases of these sales for the next few years. Because of the effective date, there would be no fiscal effect during the 1999-01 biennium. In subsequent years, the fiscal effect would fluctuate along with sales of motor vehicles, parts and services.

2. *Local Segregated Transportation Accounts.* Establish compliance with the following as a condition of receiving general transportation aid and state mass transit operating assistance, effective with payments for calendar year 2000:

a. Require each local unit of government (defined as counties, cities, villages and towns) to create a segregated account for local highways and a segregated account for mass transit (if the government receives state aid for mass transit), to which all state and federal categorical funds for local highways and mass transit, including local match amounts, would have to be deposited;

b. Require that any new local revenue source dedicated to local highways or mass transit would have to be deposited in the respective accounts;

c. Require that all local general revenues allocated to local highways or mass transit must be deposited in the respective accounts;

d. Require that each local government must deposit at least the same level of local general revenues, for both local highways and mass transit, in the respective accounts as that unit of government deposited in the previous year; and

e. Specify that revenues in the accounts can only be spent on local highways and mass transit, respectively.

3. *General Transportation Aid.* Delete a provision in the Joint Committee on Finance's substitute amendment that would suspend the general transportation aid formula for aid payments in calendar years 2000 and 2001 and provide the percentage increase in total funding uniformly for all aid recipients, based on their 1999 amounts.

4. *Mass Transit Operating Assistance (Tier Structure and Funding).* Delete the Joint Committee on Finance's recommendation to create a four-tiered structure and, instead, restore the Governor's recommendation to create a two-tiered structure (by combining current Tiers B and C), effective in calendar year 2000. The two-tiered system would consist of Tier A, which would include those systems having annual operating expenses greater than \$20 million (Madison and Milwaukee systems) and Tier B, which would include those systems having annual operating expenses less than \$20 million (all other systems).

Decrease funding by \$973,300 SEG in 1999-00 and \$3,893,200 SEG in 2000-01, which would restore the Governor's recommendation to fully fund calendar year 1999 payments and to provide a 3% increase in funding, beginning in calendar year 2000, for each tier of systems. Set the calendar year distribution amounts for 2000, and thereafter, at \$65,012,900 for Tier A and \$24,100,400 for Tier B.

5. *Mass Transit Operating Assistance -- Formula Changes.* Restore the following changes to the mass transit operating assistance formula, as recommended by the Governor:

a. Include transit system maintenance expenses as an eligible operating expense in calculating the distribution of mass transit operating assistance.

b. Delete the statutory reference requiring that the sum of state and federal funding must fund a uniform percentage of applicants' operating expenses within each tier, effective with calendar year 2000 payments. Rather, require that DOT allocate state aid to each applicant in an amount equal to a uniform percentage, established by the Department, of applicants' projected operating expenses within each tier for the calendar year, subject to the proposed maximum

annual allocations and the limits, based on local match amounts, proposed for those applicants served exclusively by a shared-ride taxi system.

Modify

c. Create the following maximum, annual combined state and federal aid allocation levels, effective with calendar year 2000 payments: (1) for Tier A systems, 50% of the eligible applicant's annual operating expenses; and (2) for Tier B systems, 65% of the eligible applicant's annual operating expenses. Further, establish transitional provisions for Tier B systems operating in urbanized areas, effective with calendar year 2000 and 2001 payments, to limit combined state and federal operating aid to 60% for urbanized area expenses and 65% for nonurbanized area expenses.

d. Allow DOT to require any applicant (instead of just Tier B and Tier C systems, as under the Joint Committee on Finance's substitute amendment) eligible for transit aid to notify the Department of the amount of federal aid under the applicant's discretion that the applicant intends to apply toward annual operating expenses, including maintenance expenses.

e. Effective with calendar year 2000 contracts, require a local match, exclusive of user fees, for bus systems equal to at least 10% of each eligible applicant's annual operating expenses, rather than at least 20% of their annual state aid allocation. Further, except for the initial year of service, beginning with calendar year 2001, specify that no shared-ride taxi system may receive a state aid amount in excess of the previous calendar year amount unless the system provides a local match equal to at least 10% of the system's operating expenses. For calendar year 2000, specify that no shared-ride taxi system that received a 1999 payment can receive an amount that exceeds that payment, unless the system provides a local match equal to at least 5% of its operating expenses. Provide that if an eligible applicant is served exclusively by a shared-ride taxi system and voluntarily complies with the local match requirements, the applicant may be exempt from any required management performance audit.

~~Delete the provision of the Joint Committee on Finance's substitute amendment related to allocating specific amounts to the Madison and Milwaukee mass transit systems and, instead, provide that aid payments to these systems would be calculated similarly to aid payments to other systems.~~

~~6. *Elderly and Disabled Transportation Aid.* Decrease funding for elderly and disabled specialized transportation services as follows:~~

~~a. *County Assistance.* Decrease funding by \$225,400 SEG in 1999-00 and \$474,400 SEG in 2000-01. Total funding would equal \$6,665,000 SEG in 1999-00 and \$6,898,300 SEG in 2000-01. This would provide a 3.5% annual increase over base funding.~~

~~b. *Capital Grant Program.* Decrease funding by \$27,900 SEG and \$7,000 SEG-L in 1999-00 and \$58,800 SEG and \$14,700 SEG-L in 2000-01. Total SEG funding would equal \$825,700 in 1999-00 and \$854,600 in 2000-01. This would provide a 3.5% annual increase over base SEG funding.~~

7. *Local Highway Assessments and Training.* Require that local governments, with the cooperation and assistance of DOT, conduct a biennial assessment of the physical condition of the highways within their jurisdiction and report the results to DOT. Require local governments to use a pavement rating system approved by DOT in making the assessments. Specify that the first assessment report would be required no later than December 15, 2001. Establish that the information collected as part of the local assessment is inadmissible as evidence, except as to show that the local government has complied with the assessment requirement. Require DOT to assess the accuracy of the highway assessments reported by local governments. Allow DOT to use field investigations to verify a portion of the data that constitutes a valid random sample or a specialized sample considered appropriate by DOT. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

Increase funding by \$75,000 SEG annually for DOT's departmental management and operations appropriation and require DOT to use this funding to contract with the University of Wisconsin-Extension to provide training and technical support to local governments in evaluating and rating local road pavements. Offset this increase by decreasing funding for the town road improvement program -- discretionary (TRIP-D) component by \$75,000 SEG annually, limited to this biennium. Specify that these increases and decreases would not be reflected in the base for preparing the Department's 2001-03 budget request.

8. *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.

9. *Railroad Crossings Committee.* Create a Railroad Crossings Committee composed of: (a) three members appointed by the Secretary of the Department of Transportation, one of whom must have expertise in railroad matters, but who is not an employe of the Department; and (b) two members appointed by the Office of the Commissioner of Railroads. Specify that the members shall serve at the pleasure of the appointing authority and that initial appointment shall be made within 45 days of the budget's general effective date. Require the Committee to meet at least once annually to review all railroad crossing improvements ordered by the Office of the Commissioner of Railroads, and to determine which projects should be constructed during the following three years and in what order those projects should be constructed to maximize the total safety benefits of the improvements. Require the Committee to considering the following in making this determination: (a) train and highway traffic volume and speed; (b) physical features of the crossing, such as curves, hills or objects that may reduce the visibility of motorists at the crossing; (c) the history of accidents at the crossing; (d) anticipated changes in the volume or speed of highway or train traffic; and (e) any other factors that the Committee deems appropriate. Specify that the Office of the Commissioner of Railroads may order immediate improvements to a crossing, notwithstanding the determination made by the Committee, if the OCR determines that such improvements are needed at the crossing to protect public safety. Require the Committee to oversee a railroad crossing database and recommend to the Secretary of the Department of Transportation a desirable funding level for railroad crossing improvements.

10. *Office of the Commissioner of Railroads -- Apportionment of Costs for Crossing Improvement Projects.* Require the Office of the Commissioner of Railroads to specify a

percentage of the cost of crossing improvements ordered by the Office to be paid by the parties affected by the crossing improvement and specify that the Office may order the parties to pay these amounts for the improvement.

11. *Office of the Commissioner of Railroads -- Budget Requests.* Delete the current law provision that requires that all personnel and budget requests of the Office be forwarded by the PSC without change, except as requested and concurred in by OCR. Instead, require that personnel and budget requests be processed by the Department of Transportation. This item would restore a provision in the Governor's bill that was deleted by the Joint Committee on Finance.

12. *Airport Perimeter Fencing.* Delete a provision in the Joint Committee on Finance's substitute amendment that would require DOT to provide a 20% SEG match for any federal funds received during the 1999-01 biennium for the construction of airport perimeter fencing.

13. *Major Highway Development.* Provide an additional \$3,300,000 SEG and delete \$3,300,000 SEG-S (revenue bond proceeds) in 2000-01 in the major highway development program. This would fund 53.0% of the total program size in 2000-01, instead of 54.5% under the Joint Committee on Finance's substitute amendment, with bond proceeds. Increase transportation fund revenue by \$45,300 in 2000-01 to reflect a lower level of debt service resulting from a reduction in the level of bonding.

~~14. *Major Highway Development.* Provide an additional \$3,300,000 SEG and delete \$3,300,000 SEG-S (revenue bond proceeds) in 2000-01 in the major highway development program. This would fund 53.0% of the total program size in 2000-01, instead of 54.5% under the Joint Committee on Finance's substitute amendment, with bond proceeds. Increase transportation fund revenue by \$45,300 in 2000-01 to reflect a lower level of debt service resulting from a reduction in the level of bonding.~~

15. *State Highway Rehabilitation -- Eligible Projects.* Specify that the cost of pavement marking and the cost of purchasing and installing highway signs, traffic signals and highway lighting may not be paid through the state highway rehabilitation program unless such activities are done in conjunction with a resurfacing, reconditioning or reconstruction project on a state trunk highway. Under this item, the cost of these activities would have to be paid from the budget for the state highway maintenance and traffic operations program.

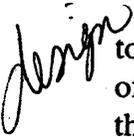
16. *Purchase of Real Estate, Easements or Development Rights.* Prohibit DOT from purchasing land, easements or the development rights to land from the appropriations for the state highway program unless the purchase is done in conjunction with a current or proposed highway improvement project, unless the land is within one-quarter of one mile of the highway being improved. Specify that this provision would not apply to the purchase of land for the purposes of establishing or expanding a wetland bank to mitigate the destruction of wetlands by highway improvement projects.

Not apply to Hwy 12.

17. *Contracting of Projects by Local Governments.* Delete a current law provision that permits DOT to designate the governing body of a city, county, village or town as its agent on behalf of the state to perform the bidding and contracting responsibilities associated with a highway improvement project.

18. *Liability Exemption for Public Works Contractors Using Recycled Materials in Public Works Projects.* Specify that any person (defined as an individual, owner, operator, corporation, limited liability company, partnership, association, municipality, interstate agency, state agency or federal agency) is immune from any and all liability associated with the use of special waste (defined as any solid waste that is characterized for beneficial use in public work projects by the Department of Natural Resources) in public work projects (defined as any work done under contract with a state agency or local governmental unit) or from damages resulting from the person's actions or omissions relating to the special waste, provided that all of the following apply: (a) the acts or omissions by the person occurred while performing work under a contract for a public work project, including acts or omissions by any person who has a direct contractual relationship with the prime contractor under a contract for a public work project to perform labor or furnish materials; and (b) the acts or omissions involving special wastes were required or permitted in a contract for a public work project and the acts or omissions conformed to the provisions of the contract. Specify that these provisions do not apply to any person to whom either of the following applies: (a) the person's act or omission constitutes gross negligence or involves reckless, wanton or intentional misconduct; or (b) the person causes personal injury or wrongful death.

Specify that the Department of Natural Resources may characterize solid waste as special waste by rule, by memorandum of understanding with other state agencies or local governmental units or on a case-by-case basis. Require DNR to compile and maintain a list of special wastes in a format readily available to the general public and specify that only those types of special waste may be required to be used in public work projects.

 19. *Study of Interchange on I-39 at Kowalski Road in Marathon County.* Require DOT to study the placement of an interchange at the intersection of I-39 and Kowalski Road in the Town of Kronenwetter in Marathon County. Require DOT to seek a waiver from federal regulations on the placement of interchanges if the placement of an interchange at that location would violate those regulations.

20. *Memorandum of Understanding for Hazardous Materials Remediation on DOT-Owned Property.* Require the Secretaries of the Departments of Transportation and Natural Resources to submit to the Secretary of the Department of Administration, by January 1, 2000, a memorandum of understanding (MOU) establishing the respective responsibilities of the departments for hazardous substances discovered on any property under the jurisdiction of DOT. Specify that any actions to restore the environment or to minimize the harmful effects of the hazardous substances on the property shall be based on the risk to public health and the environment and shall, to the greatest extent practicable, rely on natural processes of attenuation without human intervention. Require the MOU to establish a means of resolving disputes between the agencies arising under the MOU. Specify that the MOU does not take effect unless the Secretary of DOA approves it in writing to the Secretaries of DOT and DNR. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

21. *Mobile Home Registration and Titling.* Modify a provision of the Joint Committee on Finance's substitute amendment that would transfer the responsibility for registering and titling mobile homes from DOT to the Department of Commerce to specify that fees received by the Department of Commerce for the registration and titling of mobile homes would continue to be deposited in the transportation fund, instead of in a Department of Commerce PR appropriation. Delete \$76,400 PR and 1.6 PR position in that appropriation and instead, provide \$76,400 SEG and 1.6 SEG position in a new, transportation fund appropriation within the Department of Commerce. Reduce estimated PR revenue by \$319,300 in 2000-01 and increase estimated transportation fund revenue by ~~\$482,300~~ in 2000-01 to reflect this modification. The amount of the reduction in PR revenue is less than the increase in transportation fund revenue because, under the substitute amendment, the Department of Commerce would not collect the counter service charge or the \$7.50 supplemental title transfer fee currently levied by DOT.

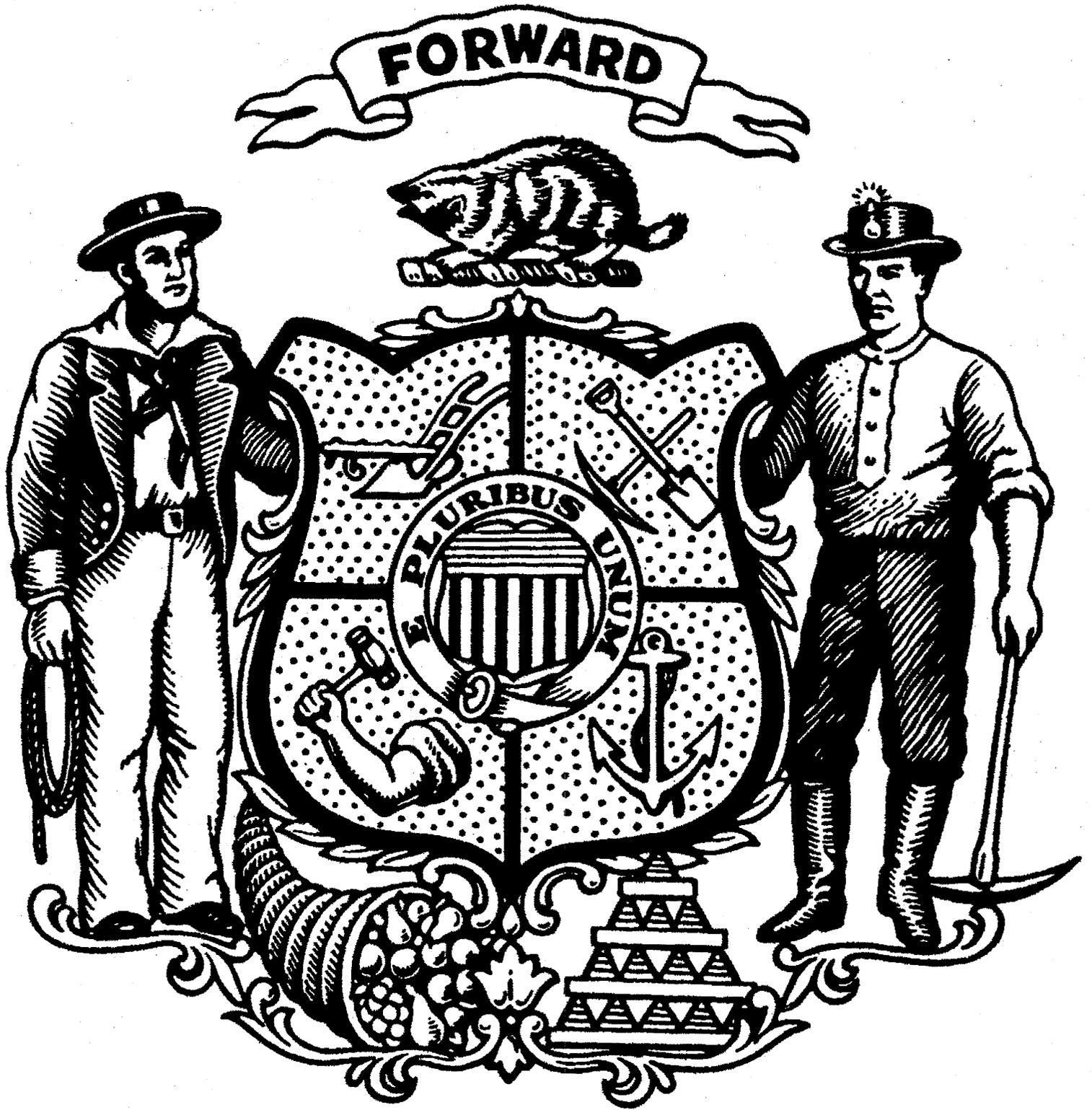
22. *Milk Truck Weight Limits.* Modify a current law provision that allows vehicles or combinations of vehicles carrying exclusively milk from the point of production to the primary market or the return of dairy supplies and dairy products from the primary market to the farm, to carry heavier allowable loads than are normally allowed, by specifying that the normal allowable weights for such vehicles may be exceeded by 2,000 pounds for groups of three or more consecutive axles that are nine feet or more apart, rather than, under current law, more than nine feet apart. Specify that this provision would first apply to vehicles operated on the effective date of the bill. Since current law specifies that axle distances be rounded to the nearest foot, the effect of this change would be to extend the 2,000 pound provision to those vehicles having three or more consecutive axles that are eight and one-half feet to just under nine and one-half feet apart. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

23. *Review of DOT Long-Range Transportation Plans.* Delete a provision of the Joint Committee on Finance's substitute amendment that would require DOT to submit any proposed long-range transportation plan to the Committee for review under a 14-day passive review process.

24. *Comprehensive Planning.* Delete the provisions recommended by the Governor and modified by the Joint Committee on Finance related to comprehensive planning and the transfer of funding from DOT to DOA for planning grants to local governments. Delete the provisions recommended by the Joint Committee on Finance regarding state agency actions affecting land use, the approval of plats, the adoption of traditional neighborhood development ordinances, plan commission memberships, UW-Extension local planning assistance, the comprehensive planning grants program and the smart growth dividend aid program. Delete \$1,500,000 PR-REV, \$1,500,000 PR, and \$1,000,000 SEG-S annually to reflect the removal of these provisions.

[Change to Joint Finance: \$527,600 SEG-REV, -\$3,319,300 PR-Rev, -\$2,276,600 SEG, -\$5,300,000 SEG-S, -\$21,700 SEG-L, -\$3,076,400 PR, 1.6 SEG positions and -.6 PR positions]

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Budget in Brief

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Highway Safety and Traffic Law Enforcement

- Provide \$2.7 million SEG over the biennium to increase the number of State Patrol troopers by 14.0 FTE SEG positions to an authorized level of 400 positions. Funding will also ensure that trooper positions are always fully staffed. The last significant increase in the authorized strength of the State Patrol occurred in 1968. Since that time, the number of registered vehicles has increased by 110 percent and the number of miles traveled by vehicles has increased 140 percent.

Department of Transportation Initiatives

- Increase funding for the major highway development program by three percent annually and reduce the share of the program supported by bond revenues from 53.3 percent to 52 percent by the end of the biennium. Growth in debt service on revenue bonds continues to significantly reduce available revenues. Reducing the share of the major highway development program supported by bonding will help slow this rate of growth.
- Provide \$500,000 SEG-F over the biennium for grade crossing signalization improvements as part of a broader midwest rail service and high-speed rail corridor initiative. Additional Amtrak funding of over \$2 million will be matched by department monies for preliminary engineering to identify the additional capital investments necessary to establish high-speed rail service between Chicago and Minneapolis, including potential service to Madison.
- Earmark \$1 million from federal transportation enhancement funding to support construction of the Richard I. Bong Air Museum in Superior. These funds will match local and private contributions in support of the \$3.5 million facility.
- Reallocate positions and provide \$750,000 SEG annually to address driver license suspension and revocation workload associated with failure to pay fines and forfeitures for violating non-traffic related offenses. Authorize DOT to develop rules that would require payment of fees to suspend driver licenses for failure to pay fines and forfeitures for violating certain local ordinances as determined by DOT in rule.
- Provide \$3 million SEG over the biennium to replace automobile license plates with plates with a new design. Existing plates will be replaced over a five year period beginning June 30, 2000.
- Provide \$641,600 SEG over the biennium to implement an automated permitting system for oversize and overweight trucks. This system will allow rapid approval and electronic transmittal of permits to reduce delays for motor carriers. Funding for the system will be generated through a ten percent surcharge on those permits.
- Provide \$290,500 SEG annually to complete conversion of the state public safety radio network to digital technology. Conversion of this microwave network is critical to implementing VHF trunking technology in order to ensure full voice and data transmission capabilities for state and local law enforcement agencies.

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- Enhance youth smoking prevention efforts by requiring that DOT clearly identify a person as under 18 on driver licenses.

D. EDUCATION AND TRAINING

Elementary and Secondary Education

For Wisconsin to maintain its competitive edge in the new millennium, it must expect the best from its education system. During the 1997-99 biennium, the Governor initiated a number of new programs to keep Wisconsin's education system excellent, including developing statewide academic standards, requiring high school students to pass a comprehensive assessment, reducing class size and expanding the use of educational technology to all school districts.

Wisconsin continues to be among the top states on a number of educational measures, from student performance on nationally standardized tests, such as the ACT and the National Assessment of Educational Progress (NAEP), to equity in school financing. To continue this tradition of excellence, the Governor proposes the following:

- Maintain the state's commitment to fund two-thirds of school costs by increasing general and categorical school aids by \$213.8 million in FY00 and by an additional \$196.3 million in FY01 (see Chart 14). As a result, school property tax increases should be held to a modest 2.6 percent in 1999-2000 and an additional 3.5 percent in 2000-2001.

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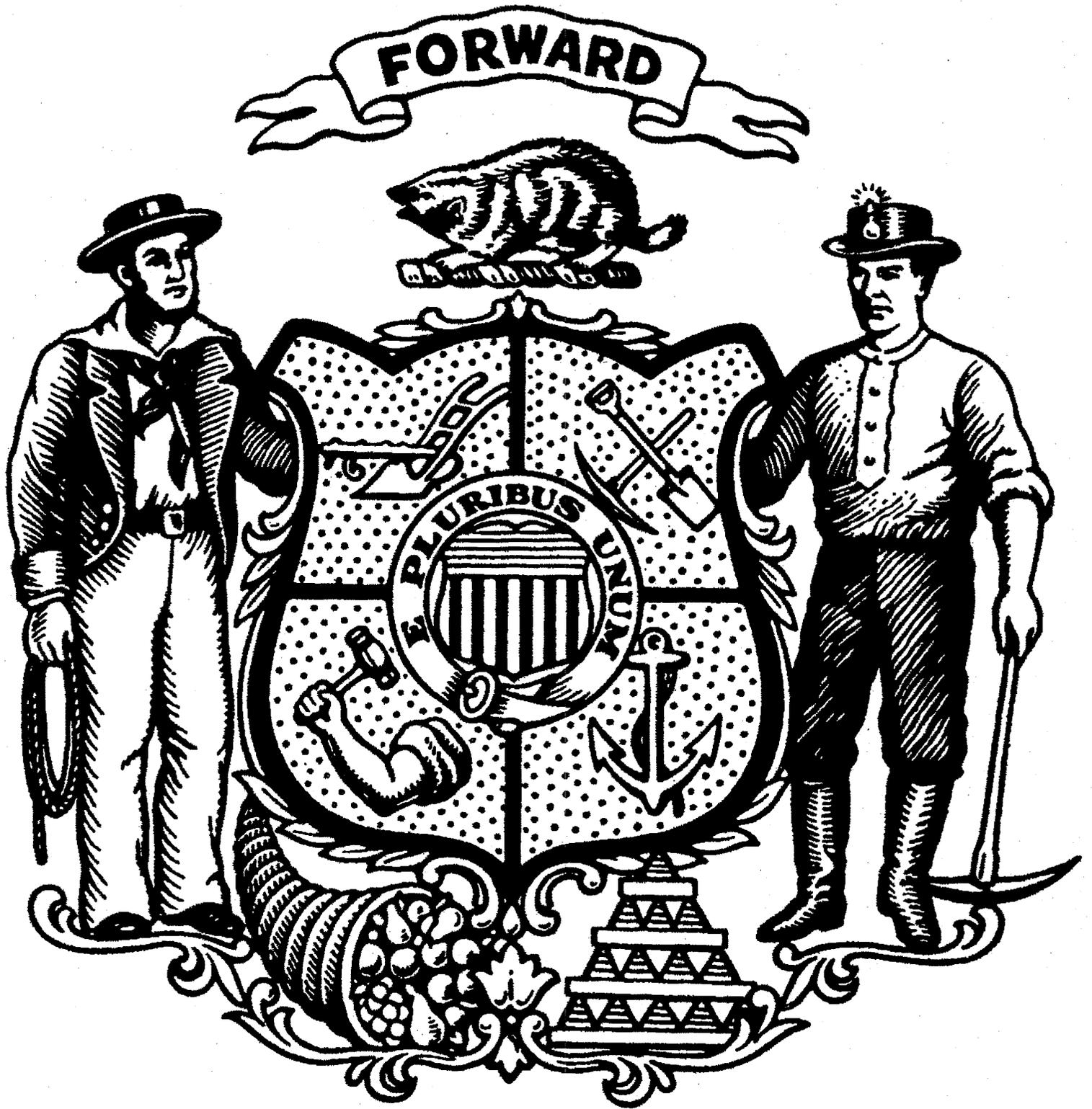
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STATE PATROL INITIATIVE

The Wisconsin State Patrol is primarily a statewide rural traffic law enforcement agency whose mission is "to promote highway safety and enhance the quality of life for all Wisconsin citizens and visitors by providing and supporting professional, competent, and compassionate law enforcement services".

Over the years, the population of the state has increased significantly and the volume of traffic on state highways has increased at a much higher rate, due to economic growth and social change. In fact, since 1982, traffic volumes on the state highway system have gone up 60 percent, while at the same time state highway lane miles have only increased five percent. The dramatic growth in traffic volume has greatly affected State Patrol workload.

In addition, the specific responsibilities of the State Patrol have also changed. In response to the basic public expectation that law enforcement agencies will collectively operate in an efficient manner, the State Patrol has emphasized the development of cooperative working relationships with local law enforcement agencies. This emphasis upon cooperation has affected State Patrol workload in a number of ways. State Patrol workload has also been affected by societal expectations concerning law enforcement.

However, the number of State Patrol Troopers has increased by just 10 officers in the past 30 years. The current statutory limit of 386 sworn traffic law enforcement positions was established in 1986. To address this issue, Governor Thompson's budget will provide \$1.1 million in FY00 and \$1.5 million in FY01 to fully staff trooper positions and expand the authorized strength of the State Patrol by 14 FTE positions. Thus raising the statutory limit to 400 sworn traffic law enforcement positions.

In 1995, the State Patrol began to develop a radio communications system (MDCN) that provides a direct connection between the officer and the central traffic records system, through the use of computers/terminals installed in the police vehicles. The benefits of the MDCN include:

- Attainment of vehicle/driver information in a significantly reduced amount of time
- Shorter wait times for drivers during contacts
- Reduced radio traffic - freeing up the air waves for emergency response
- Increased officer and public safety
- Interconnectability with computers/terminals within their own agency

In 1996, Governor Thompson provided \$3 million to support completion of the MDCN infrastructure on a statewide basis. This infrastructure provides all state and local public safety agencies with the opportunity to immediately access the various data bases including, but not limited to driver files, warrant files and stolen vehicle files, upon installing a mobile data terminal (MDT) or mobile data computer (MDC) in the police vehicle.

Governor Thompson's 1997-99 budget provided \$1,990,000 for the replacement of all evidential breath alcohol analysis instruments in Wisconsin. These instruments are used by law enforcement officers to determine the blood alcohol level of a driver who has been arrested for operation of a motor vehicle while intoxicated. The breath alcohol testing instruments are an essential component in the effort to eliminate drunk driving in Wisconsin. About 60 percent of all OWI convictions are based upon evidence established through breath alcohol analysis. The conviction rate for arrests based upon breath alcohol analysis is about 92 percent.

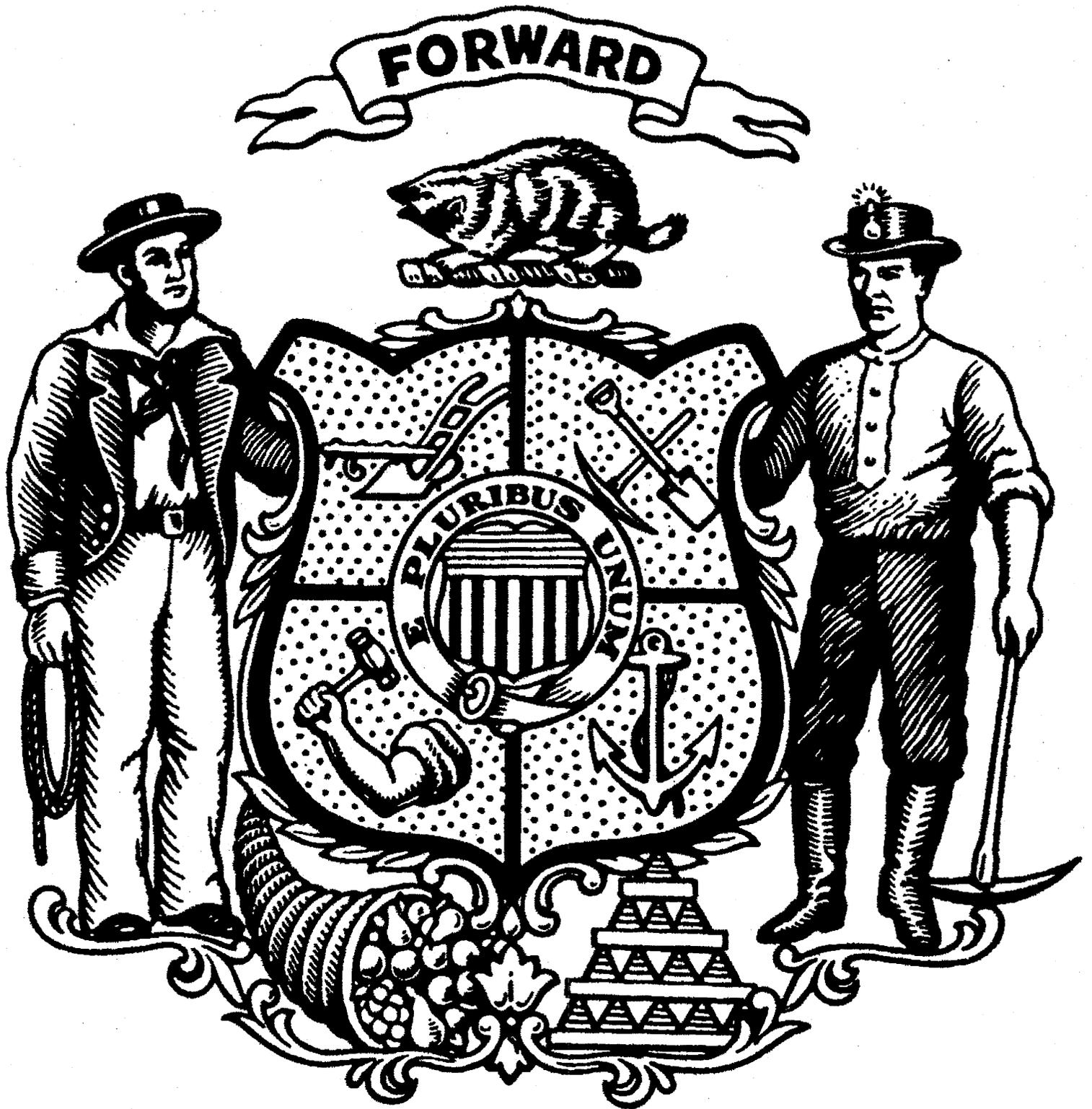
A total of 340 new evidential breath alcohol testing instruments (Intoximeter EC/IR's) have been purchased. The Intoximeter EC/IR's are sophisticated instruments that employ a combination of fuel cell and infrared analysis technology. The development of these instruments will significantly strengthen the OWI enforcement program in the state.

The Wisconsin State Patrol has one authorized trooper position for every 12,672 state residents. This ranks Wisconsin 49th out of the 49 state law enforcement agencies (Hawaii does not have an equivalent law enforcement agency). The national average is one state officer for every 4,908 residents.

The following are the highways that will be the major focus for the 14 additional troopers:

- 1) Hwy 151 East & West of Madison
- 2) Hwy 29 Chippewa Falls to Green Bay
- 3) Hwy 53 North of Chippewa Falls
- 4) Hwy 14 from Madison to La Crosse
- 5) Hwy's 41 & 57 in Brown County
- 6) Other county assignments around the state based on requests from Sheriffs

END



END

WISCONSIN HIGHWAY USERS CONFERENCE

25 W. Main St., Ste. 703

Madison, WI 53703

608/256-3312

Member Organizations

AAA Wisconsin

Marathon Oil Co.

Midwest Food Processors Association

Minnesota Mining & Manufacturing (3M)

National Motorists Association

**Petroleum Marketers Association of Wisconsin / Wisconsin Association of
Convenience Stores**

Timber Producers Association of Michigan and Wisconsin Inc.

Transportation Development Association Inc.

Wisconsin Association of Truck Stop Operators

Wisconsin Automobile and Truck Dealers Association

Wisconsin Automotive Trades Association Inc.

Wisconsin Earth Movers Association Inc.

Wisconsin Economic Development Association

Wisconsin Farm Bureau Federation

Wisconsin Manufactured Housing Association

Wisconsin Manufacturers and Commerce

Wisconsin Motor Carriers Association

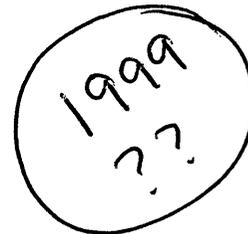
Wisconsin Petroleum Council

Wisconsin Potato and Vegetable Growers Association

Wisconsin Rural Letter Carriers Association

Wisconsin State Grange

Wisconsin Transportation Builders Association



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Comprehensive Planning. Modify the recommendations of the Joint Committee on Finance regarding comprehensive planning (Motion #1110) as follows:

1. *Planning Grants to Local Units of Government.* Delete the provision that authorizes DOA to make an annual assessment of six state agencies to fund planning grants.

2. *Assessment of Certain State Agencies to Fund the Planning Grants.* Delete provision.

3. *Approval of Planning Grants.* Delete the provision that sunsets the Wisconsin Land Council's approval of planning grants on August 31, 2003. In addition, repeal the current law provision that sunsets the Wisconsin Land Council on September 1, 2003.

4. *Administrative Rules Establishing Funding Priorities for Awarding Planning Grants.* Replace the provision authorizing the Wisconsin Land Council to promulgate rules with a provision that authorizes DOA to promulgate administrative rules based on the recommendation of the Council. Modify the provision enumerating state policy goals by replacing references to "smart growth areas" with "???" and adding:

-Provide an integrated, efficient and economical transportation system that provides mobility, convenience and safety and which meets the needs of all citizens, including transit-dependent and disabled.

-Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at a state, regional and local level.

5. *State Agency Activities and Administrative Rules Affecting Land Use.* Delete provision.

6. *Modifications to Planning Grant Program Funded from Transportation Fund.* Delete the provision that would transfer \$1,000,000 FED annually from the DOT appropriation for highway administration and planning to DOA to fund transportation planning grants for local governments.

7. *DOA Staffing for Planning Grant Activities.* Delete the provision authorizing \$50,000 annually in PR funding for 1.0 PR position in DOA's Office of Land Information Services. Retain the provision authorizing the position and allow DOA to submit a request to the Joint Committee on Finance, subject to 14-day passive review, to transfer funding between appropriations for the purpose of providing funding for the position.

8. *UW-Extension Local Planning Educational and Technical Assistance Program.* Delete provision.

9. *UW-Extension Initiative to Develop a Model Ordinance for Traditional Neighborhood Development.* Delete provision.

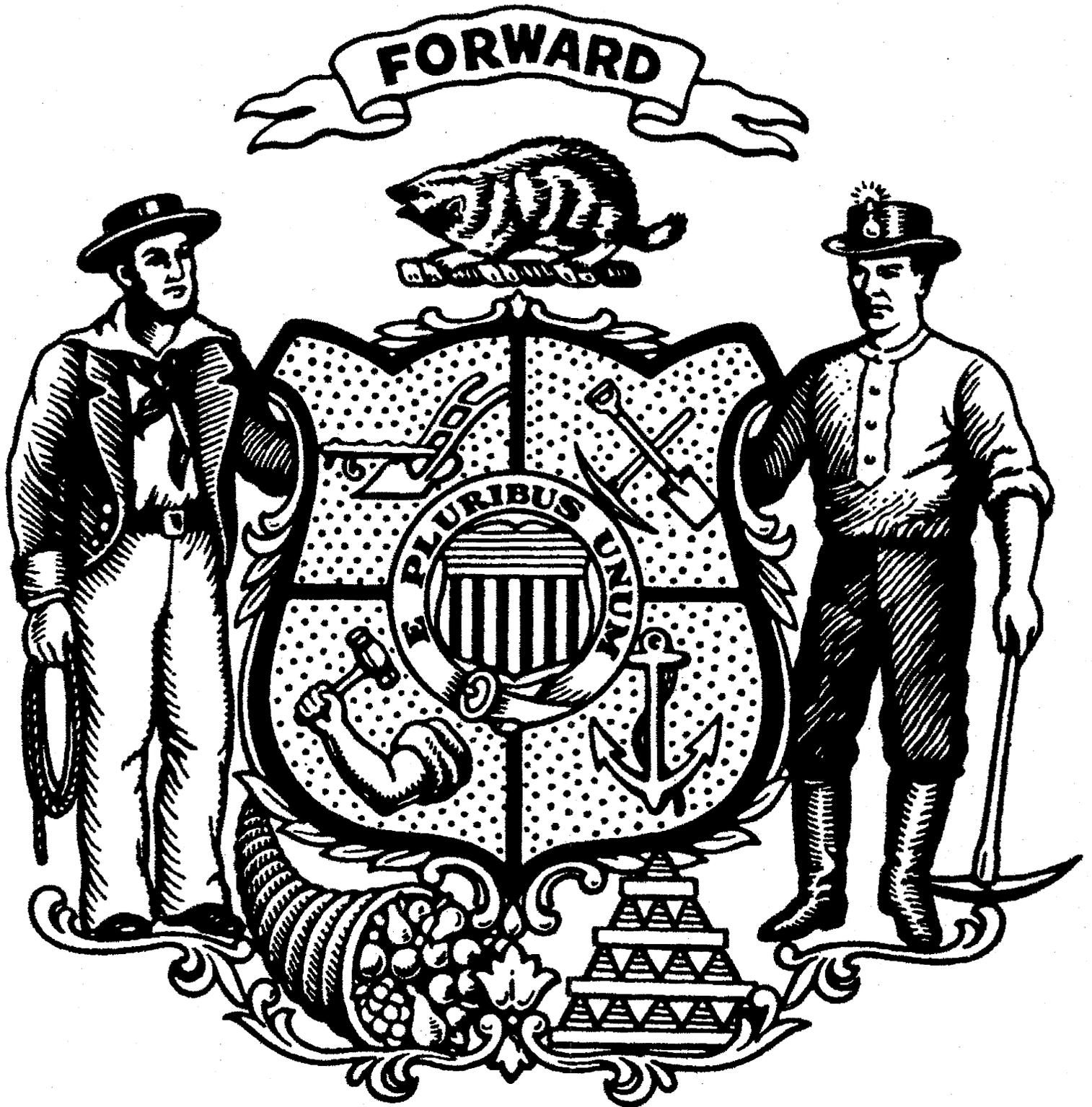
10. *Smart Growth Aid Dividend Program.* Delete provision.

11. *Certain Programs and Actions to Be Consistent with Comprehensive Plans.* Modify the provision to clarify that the programs and actions that are required to be consistent with comprehensive plans are local programs and actions. **THAT'S THE WAY WE HAD JFC DRAFTED**

12. *Required Adoption of Model Ordinance for Traditional Neighborhood Development.* Delete provision.

13. *Comprehensive Planning.* Modify the definition of transportation element to require the local government's objectives, policies, goals and programs to be compared to federal and other transportation plans, as well as to state and regional transportation plans.

END



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Burke proposes budget that boosts spending for local roads, public transit

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Senator among those who would like to see systems weaned off property taxes

BY LARRY SANDLER
of the Journal Sentinel staff

A key state lawmaker called Monday for phasing out property tax support for local roads and public transit.

As a step toward that goal, Sen. Brian Burke (D-Milwaukee) proposed a state transportation budget that would boost spending for local roads and transit by 6% next year and 12% in 2001, with increases of 1% to 3% for state highways.

Burke is co-chairman of the Legislature's Joint Finance Committee, which plays a major role in shaping the state budget. Gov. Tommy G. Thompson plans to introduce his version of the budget next month.

Picking up a theme often sounded by Milwaukee Mayor John O. Norquist and County Executive F. Thomas Ament, Burke said local streets, buses and trains should be funded by gas taxes and user fees, the same as state highways.

Ament has backed a plan to wean the Milwaukee County Transit System off the property tax levy by creating local and regional gas taxes. But the County Board has reacted skeptically, and Burke — who helped draft that plan — said he wasn't optimistic about its chances.

Instead, Burke said he wanted to continue the trend he and Assembly Speaker Scott Jensen (R-Town of Brookfield) started in the 1997-'99 budget, by increasing state aid for local roads and transit each year. He said he didn't know how long it would take to replace all property tax funding.

With big increases in federal highway aid and a state gas tax indexed to grow with inflation every year, Burke said he won't need any additional gas taxes to pay for his plan.

Transportation Department officials don't know enough about Burke's plan to comment on it, said Peggy Schmidt, a department spokeswoman.

Over two years, Burke would:

- Increase aid for local roads by \$59 million, or four times as much as the \$14 million increase the department requested.

- Boost aid to bus and shared-ride taxi systems by \$16 million, twice as much as the department's requested \$8 million increase.

- Raise highway spending by \$49 million, or \$10 million less than the department's requested \$59 million increase.

- Set aside \$29 million for the state's share of rebuilding Milwaukee's 6th St. Viaduct. That project isn't specifically mentioned in the department's budget request to Thompson.

Burke also said he wanted to cut costs elsewhere in the transportation budget to fund commuter rail studies and increase funding for the State Patrol. The department's budget request seeks \$2.4 million to pay for at least two major rail studies, \$1.6 million to train more troopers and \$2.2 million to buy more equipment for the patrol.

Local governments are asking the state to pick up 80% of an \$840,000 study of extending Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee and 80% of a \$1 million to \$1.5 million study of setting up a Madison-area commuter rail system.

Both Burke's plan and the department's request would keep funding at current levels for Amtrak's Chicago-to-Milwaukee Hiawatha line.

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TRANSPORTATION

Transportation Package (Including Verbal Amendments)

1. *Local Segregated Transportation Accounts.* Establish compliance with the following as a condition of receiving general transportation aid and state mass transit operating assistance, effective with payments for calendar year 2000:

a. Require each local unit of government (defined as counties, cities, villages and towns) to create a segregated account for local highways and a segregated account for mass transit (if the government receives state aid for mass transit), to which all state and federal categorical funds for local highways and mass transit, including local match amounts, would have to be deposited;

b. Require that any new local revenue source dedicated to local highways or mass transit would have to be deposited in the respective accounts;

c. Require that all local general revenues allocated to local highways or mass transit must be deposited in the respective accounts;

d. Require that each local government must deposit at least the same level of local general revenues, for both local highways and mass transit, in the respective accounts as that unit of government deposited, on average, during the lowest three of the preceding five years; and

e. Specify that revenues in the accounts can only be spent on local highways and mass transit, respectively.

2. *General Transportation Aid.* Decrease funding by \$1,730,400 SEG in 2000-01 to establish a 6.0% increase in funding, beginning in calendar year 2000, for counties and municipalities. Set the calendar year distribution at \$83,469,000 for 2000 and thereafter for counties and at \$262,603,400 for 2000 and thereafter for municipalities. Establish the mileage aid rate at \$1,692 per mile for calendar year 2000, and thereafter.

Delete a provision in the Joint Committee on Finance's substitute amendment that would suspend the general transportation aid formula for aid payments in calendar years 2000 and 2001 and provide the percentage increase in total funding uniformly for all aid recipients, based on their 1999 amounts.

3. *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.

Decrease funding by \$973,300 SEG in 1999-00 and \$3,893,200 SEG in 2000-01, which would restore the Governor's recommendation to fully fund calendar year 1999 payments and to provide a 3% increase in funding, beginning in calendar year 2000, for each tier of systems. Set the calendar year distribution amounts for 2000, and thereafter, at \$51,313,800 for Tier A-1, \$13,699,100 for Tier A-2, \$18,975,200 for Tier B and \$5,125,200 for Tier C.

4. *Mass Transit Operating Assistance -- Formula Changes*. Restore the following changes to the mass transit operating assistance formula, as recommended by the Governor:

a. Include transit system maintenance expenses as an eligible operating expense in calculating the distribution of mass transit operating assistance, except for Tier-A-1 systems.

b. Delete the statutory reference requiring that the sum of state and federal funding must fund a uniform percentage of applicants' operating expenses within each tier, effective with calendar year 2000 payments. Rather, require that DOT allocate state aid to each applicant in an amount equal to a uniform percentage, established by the Department, of applicants' projected operating expenses within each tier for the calendar year, subject to the proposed maximum annual allocations and the limits, based on local match amounts, proposed for those applicants served exclusively by a shared-ride taxi system.

c. Create the following maximum, annual combined state and federal aid allocation levels, effective with calendar year 2000 payments: (1) for Tier A-2 systems, 50% of the eligible applicant's annual operating expenses; and (2) for Tier B and Tier C systems, 65% of the eligible applicant's annual operating expenses. Further, establish transitional provisions for Tier B systems operating in urbanized areas, effective with calendar year 2000 and 2001 payments, to limit combined state and federal operating aid to 60% for urbanized area expenses and 65% for nonurbanized area expenses.

d. Allow DOT to require any applicant (instead of just Tier B and Tier C systems, as under the Joint Committee on Finance's substitute amendment) eligible for transit aid to notify the Department of the amount of federal aid under the applicant's discretion that the applicant intends to apply toward annual operating expenses, including maintenance expenses.

e. Effective with calendar year 2000 contracts, require a local match, exclusive of user fees, for bus systems equal to at least 10% of each eligible applicant's annual operating expenses, rather than at least 20% of their annual state aid allocation. Further, except for the initial year of service, beginning with calendar year 2001, specify that no shared-ride taxi system may receive a state aid amount in excess of the previous calendar year amount unless the system provides a local match equal to at least 10% of the system's operating expenses. For calendar

year 2000, specify that no shared-ride taxi system that received a 1999 payment can receive an amount that exceeds that payment, unless the system provides a local match equal to at least 5% of its operating expenses. Provide that if an eligible applicant is served exclusively by a shared-ride taxi system and voluntarily complies with the local match requirements, the applicant may be exempt from any required management performance audit.

5. *Mass Transit -- Bids for Mass Transit Services.* Specify that if a local public body solicits bids to contract for mass transit services, the bids of a publicly-owned urban mass transit system must use a fully allocated cost methodology established by DOT rule. The fully allocated cost methodology would have to: (a) be based on generally accepted accounting principles; (b) consider all shared costs and direct costs of the mass transit system that are related to and support the service being considered, including any subsidies provided to the system, which would include operating subsidies, capital grants and the use of public facilities; and (c) assign each cost of a publicly-owned urban mass transit system to one of the following categories:

(1) costs that depend on the number of vehicle hours operated, including operators' salaries and fringe benefits;

(2) costs that depend on the number of vehicle miles traveled, including fuel costs, maintenance costs and maintenance personnel salaries and fringe benefits; and

(3) costs that depend on the maximum number of vehicles that are in service during the day, including administrative and capital costs.

Prohibit any transit system's operating costs that are eligible for state mass transit operating assistance from including costs accruing to the system from services provided by a publicly-owned urban mass transit system under a contract awarded on the basis of competitive bids, unless the system's bid used the fully allocated cost bidding methodology. Also, specify that urban mass transit operating revenues would not include any income accruing from operations under a contract awarded on the basis of competitive bids to a publicly-owned urban mass transit system that did not use the fully allocated cost bidding methodology.

Require DOT to promulgate emergency rules related to these fully allocated cost bidding requirements no later than 45 days after the effective date of the bill. Specify that these rules could be promulgated without providing evidence that the rules are necessary for the preservation of public peace, health, safety or welfare or a finding of an emergency. These emergency rules would remain in effect until July 1, 2000, or the date that permanent rules take effect, whichever is sooner. Further, require DOT to submit proposed permanent rules related to these fully allocated cost bidding requirements no later than the first day of the seventh month after the effective date of the bill.

Specify that the requirement for bids to be based on the fully allocated cost methodology and the modification to the definition of operating expenses would first apply to bids solicited

and services contracted for under a bid solicited on the effective date of the emergency rules promulgated by DOT:

6. *Local Highway Assessments and Training.* Require that local governments, with the cooperation and assistance of DOT, conduct a biennial assessment of the physical condition of the highways within their jurisdiction and report the results to DOT. Require local governments to use a pavement rating system approved by DOT in making the assessments. Specify that the first assessment report would be required no later than December 15, 2001. Establish that the information collected as part of the local assessment is inadmissible as evidence, except as to show that the local government has complied with the assessment requirement. Require DOT to assess the accuracy of the highway assessments reported by local governments. Allow DOT to use field investigations to verify a portion of the data that constitutes a valid random sample or a specialized sample considered appropriate by DOT. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

Increase funding by \$75,000 SEG annually for DOT's departmental management and operations appropriation and require DOT to use this funding to contract with the University of Wisconsin-Extension to provide training and technical support to local governments in evaluating and rating local road pavements. Offset this increase by decreasing funding for the town road improvement program -- discretionary (TRIP-D) component by \$75,000 SEG annually, limited to this biennium. Specify that these increases and decreases would not be reflected in the base for preparing the Department's 2001-03 budget request.

7. *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.

8. *Railroad Crossings Committee.* Create a Railroad Crossings Committee composed of: (a) three members appointed by the Secretary of the Department of Transportation, one of whom must have expertise in railroad matters, but who is not an employe of the Department; and (b) two members appointed by the Office of the Commissioner of Railroads. Specify that the members shall serve at the pleasure of the appointing authority and that initial appointment shall be made within 45 days of the budget's general effective date. Require the Committee to meet at least once annually to review all railroad crossing improvements ordered by the Office of the Commissioner of Railroads, and to determine which projects should be constructed during the following three years and in what order those projects should be constructed to maximize the total safety benefits of the improvements. Require the Committee to considering the following in making this determination: (a) train and highway traffic volume and speed; (b) physical features of the crossing, such as curves, hills or objects that may reduce the visibility of motorists at the crossing; (c) the history of accidents at the crossing; (d) anticipated changes in the volume or speed of highway or train traffic; and (e) any other factors that the Committee deems appropriate. Specify that the Office of the Commissioner of Railroads may order immediate improvements to a crossing, notwithstanding the determination made by the Committee, if the OCR determines that such improvements are needed at the crossing to protect public safety. Require the Committee to oversee a railroad crossing database and recommend to the Secretary of the Department of Transportation a desirable funding level for railroad crossing improvements.

9. *Office of the Commissioner of Railroads -- Apportionment of Costs for Crossing Improvement Projects.* Require the Office of the Commissioner of Railroads to specify a percentage of the cost of crossing improvements ordered by the Office to be paid by the parties affected by the crossing improvement and specify that the Office may order the parties to pay these amounts for the improvement.

10. *Office of the Commissioner of Railroads -- Budget Requests.* Require the Office of the Commissioner of Railroads to notify DOT at least 14 days prior to making any budget or personnel request that affects DOT's appropriations.

11. *Harbor Assistance Bonding.* Increase general obligation bonding authority by \$4,000,000 for the harbor assistance program to provide a total increase of \$7,000,000. Provide an increase of \$168,700 SEG in 1999-00 and \$337,600 SEG in 2000-01 for the payment of principal and interest for the additional bonding.

12. *Local Roads Improvement Program.* Provide \$3,100,000 SEG and \$3,100,000 SEG-L in 1999-00 for the formula component of the local roads improvement program. This would provide a \$1,333,000 increase for the county highway improvement program (CHIP) and \$883,500 increases for both the town road improvement program (TRIP) and the municipal street improvement program (MSIP). The SEG-L amount reflects the local match for the increased SEG funding.

13. *Approval of Transportation Enhancements and Surface Transportation Discretionary Grants.* Prohibit DOT from approving projects under the transportation enhancements and surface transportation discretionary grant programs until the passage of the biennial budget act, first applying to projects funded under the appropriations for these programs in the 2001-03 biennium. Specify that DOT may not approve grants for projects under these programs exceeding the amounts provided by the biennial budget act, except that DOT may approve additional grants to replace other projects if the Department determines that these other projects will not be constructed.

14. *Airport Perimeter Fencing.* Delete a provision in the Joint Committee on Finance's substitute amendment that would require DOT to provide a 20% SEG match for any federal funds received during the 1999-01 biennium for the construction of airport perimeter fencing.

15. *Major Highway Development.* Provide an additional \$3,300,000 SEG and delete \$3,300,000 SEG-S (revenue bond proceeds) in 2000-01 in the major highway development program. This would fund 53.0% of the total program size in 2000-01, instead of 54.5% under the Joint Committee on Finance's substitute amendment, with bond proceeds. Increase transportation fund revenue by \$45,300 in 2000-01 to reflect a lower level of debt service resulting from a reduction in the level of bonding.

16. *STH 23 Enumeration.* Enumerate STH 23 between Fond du Lac and Plymouth in Fond du Lac and Sheboygan counties as a major highway development project.

17. *State Highway Rehabilitation -- Eligible Projects.* Specify that the cost to maintain or replace pavement marking and the cost to operate, maintain or replace highway signs, traffic signals and highway lighting may not be paid through the state highway rehabilitation program unless such activities are done in conjunction with a resurfacing, reconditioning or reconstruction project on a state trunk highway. Under this item, the cost of these activities would have to be paid from the budget for the state highway maintenance and traffic operations program.

18. *Stormwater Regulation Costs.* Require DOT to allocate \$750,000 in 1999-00 and \$850,000 in 2000-01 from the major highway development program and \$4,900,000 in 1999-00 and \$5,400,000 in 2000-01 from the state highway rehabilitation program for costs related to complying with stormwater regulations. Decrease funding by \$1,800,000 SEG in 1999-00 and increase funding by \$1,800,000 SEG in 2000-01 for the state highway rehabilitation program.

19. *Purchase of Real Estate, Easements or Development Rights.* Prohibit DOT from purchasing land, easements or the development rights to land, or reimbursing local governmental units or private entities for the purchase of land, easements or the development rights to land from the appropriations for the state highway program unless both of the following apply: (a) the purchase is done in conjunction with a current or proposed highway improvement project; and (b) the land is within one-quarter of one mile of the highway being improved. Specify that this provision would not apply if either of the following apply: (a) the purchase of land is done for the purposes of establishing or expanding a wetland to mitigate the destruction of wetlands by highway improvement projects; or (b) the purchase of land, easements or the development rights to land or the reimbursement of local units of government or private entities for the purchase of land, easements or the development rights to land is done in compliance with an agreement between DOT and other parties related to a highway improvement project, if the agreement was signed by the parties prior to the effective date of the bill.

20. *Contracting of Projects by Local Governments.* Delete a current law provision that permits DOT to designate the governing body of a city, county, village or town as its agent on behalf of the state to perform the bidding and contracting responsibilities associated with a highway improvement project.

21. *Liability Exemption for Public Works Contractors Using Recycled Materials in Public Works Projects.* Specify that any person (defined as an individual, owner, operator, corporation, limited liability company, partnership, association, municipality, interstate agency, state agency or federal agency) is immune from any and all liability associated with the use of special waste (defined as any solid waste that is characterized for beneficial use in public work projects by the Department of Natural Resources) in public work projects (defined as any work done under contract with a state agency or local governmental unit) or from damages resulting from the person's actions or omissions relating to the special waste, provided that all of the following apply: (a) the acts or omissions by the person occurred while performing work under a contract for a public work

project, including acts or omissions by any person who has a direct contractual relationship with the prime contractor under a contract for a public work project to perform labor or furnish materials; and (b) the acts or omissions involving special wastes were required or permitted in a contract for a public work project and the acts or omissions conformed to the provisions of the contract. Specify that these provisions do not apply to any person to whom either of the following applies: (a) the person's act or omission constitutes gross negligence or involves reckless, wanton or intentional misconduct; or (b) the person causes personal injury or wrongful death.

Specify that the Department of Natural Resources may characterize solid waste as special waste by rule, by memorandum of understanding with other state agencies or local governmental units or on a case-by-case basis. Require DNR to compile and maintain a list of special wastes in a format readily available to the general public and specify that only those types of special waste may be required to be used in public work projects.

22. *Study of Interchange on I-39 at Kowalski Road in Marathon County.* Require DOT to seek a waiver from federal regulations on the placement of interchanges on interstate highways if the placement of an interchange at the intersection of I-39 and Kowalski Road in the Town of Kronenwetter in Marathon County would violate those regulations. Require DOT to design an interchange for that location if the federal government issues a waiver for the placement of this interchange or if it is determined that a waiver is not needed. Specify that upon completion of the design for this interchange, DOT must allocate funds for future construction of the interchange.

23. *Memorandum of Understanding for Hazardous Materials Remediation on DOT-Owned Property.* Require the Secretaries of the Departments of Transportation and Natural Resources to submit to the Secretary of the Department of Administration, by January 1, 2000, a memorandum of understanding (MOU) establishing the respective responsibilities of the departments for hazardous substances discovered on any property under the jurisdiction of DOT. Specify that any actions to restore the environment or to minimize the harmful effects of the hazardous substances on the property shall be based on the risk to public health and the environment and shall, to the greatest extent practicable, rely on natural processes of attenuation without human intervention. Require the MOU to establish a means of resolving disputes between the agencies arising under the MOU. Specify that the MOU does not take effect unless the Secretary of DOA approves it in writing to the Secretaries of DOT and DNR. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

24. *Mobile Home Registration and Titling.* Modify a provision of the Joint Committee on Finance's substitute amendment that would transfer the responsibility for registering and titling mobile homes from DOT to the Department of Commerce to specify that fees received by the Department of Commerce for the registration and titling of mobile homes would continue to be deposited in the transportation fund, instead of in a Department of Commerce PR appropriation. Delete \$76,400 PR and 1.6 PR position in that appropriation in 2000-01 and instead, provide \$76,400 SEG and 1.6 SEG position in a new, transportation fund appropriation in 2000-01 within the Department of Commerce. Reduce estimated PR revenue by \$319,300 in 2000-01 and increase

estimated transportation fund revenue by \$454,300 in 2000-01 to reflect this modification. The amount of the reduction in PR revenue is less than the increase in transportation fund revenue because, under the substitute amendment, the Department of Commerce would not collect the counter service charge or the \$7.50 supplemental title transfer fee. The amount of transportation fund revenue restored under this item would be \$28,000 less than revenue reduction in the substitute amendment because the Department of Commerce would not collect the counter service charge that is currently levied by DOT.

25. *Milk Truck Weight Limits.* Modify a current law provision that allows vehicles or combinations of vehicles carrying exclusively milk from the point of production to the primary market or the return of dairy supplies and dairy products from the primary market to the farm, to carry heavier allowable loads than are normally allowed, by specifying that the normal allowable weights for such vehicles may be exceeded by 2,000 pounds for groups of three or more consecutive axles that are nine feet or more apart, rather than, under current law, more than nine feet apart. Specify that this provision would first apply to vehicles operated on the effective date of the bill. Since current law specifies that axle distances be rounded to the nearest foot, the effect of this change would be to extend the 2,000 pound provision to those vehicles having three or more consecutive axles that are eight and one-half feet to just under nine and one-half feet apart. This item would restore a provision in the Governor's bill that was removed from the bill by the Joint Committee on Finance as a non-fiscal, policy item.

26. *All-Terrain Vehicles Operated on Highways.* Specify that that the restrictions against the operation of an all-terrain vehicle on a highway do not apply to the operator of an all-terrain vehicle who is engaged in land surveying operations, if safety does not require strict adherence to those restrictions. Under current law, there are already exceptions from these restrictions for the operator of an all-terrain vehicle that is owned by a municipality, state agency or public utility, if operated in an emergency or in the course of operations directly related to the functions of the municipality, state agency or public utility.

27. *Review of DOT Long-Range Transportation Plans.* Delete a provision of the Joint Committee on Finance's substitute amendment that would require DOT to submit any proposed long-range transportation plan to the Committee for review under a 14-day passive review process.

28. *Offsite Contamination Source Liability Exemption.* Exempt state agencies that own properties from liability for hazardous discharges when the source of the contamination originated from outside the property boundaries and the agency did not cause or contribute to the contamination. This provision would treat state agencies similarly to other persons that own properties that are affected by contamination that originates from outside the property boundaries.

29. *Comprehensive Planning.* Delete the provisions recommended by the Governor and modified by the Joint Committee on Finance related to comprehensive planning and the transfer of funding from DOT to DOA for planning grants to local governments. Delete the provisions recommended by the Joint Committee on Finance regarding state agency actions

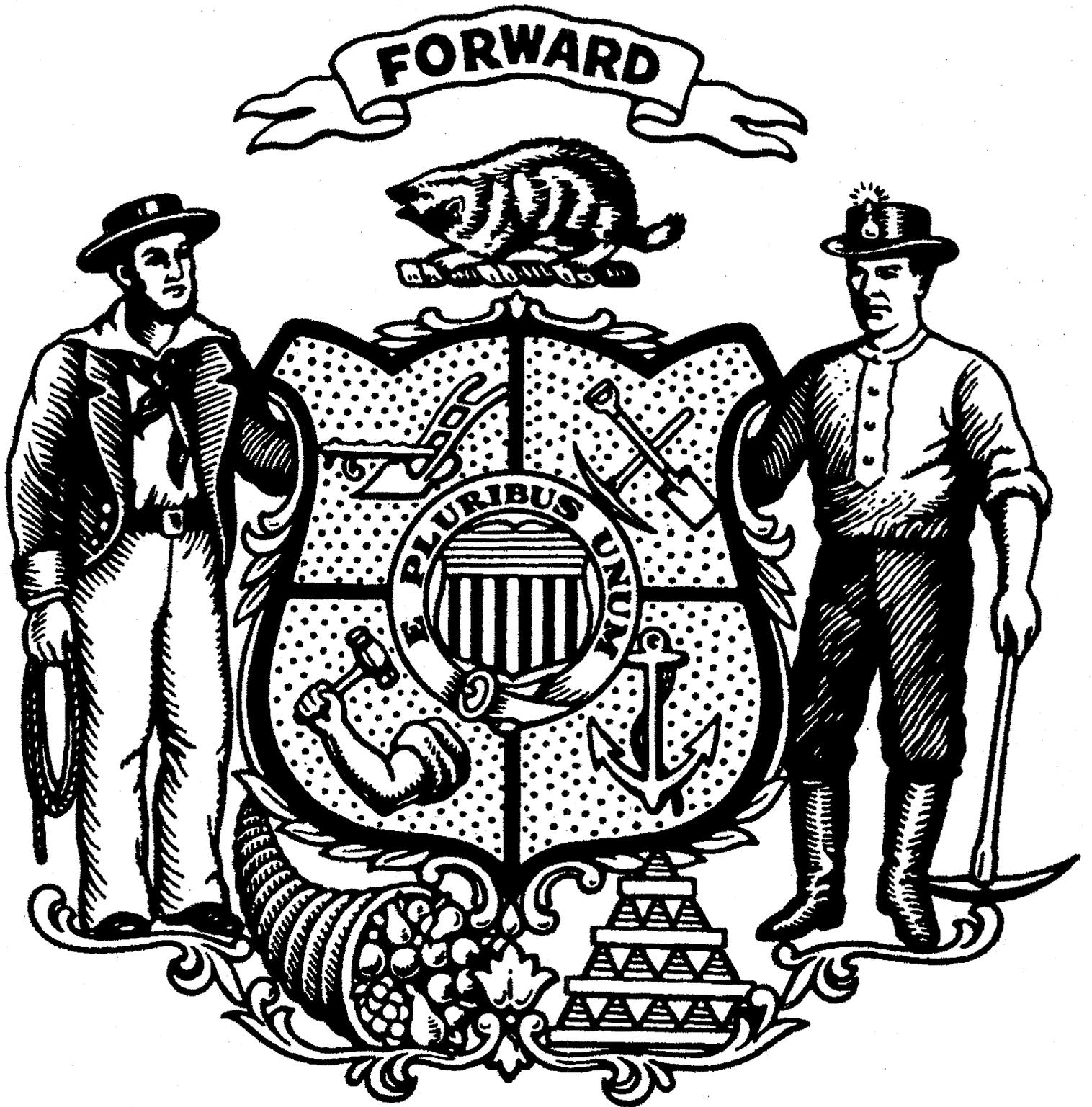
affecting land use, the approval of plats, the adoption of traditional neighborhood development ordinances, plan commission memberships, UW-Extension local planning assistance, the comprehensive planning grants program and the smart growth dividend aid program. Delete \$1,500,000 PR-REV, \$1,500,000 PR, and \$1,000,000 SEG-S annually to reflect the removal of these provisions.

30. *Minimum Parcel Size.* Repeal the current 35-acre minimum parcel size requirement for exclusive agricultural zoning ordinances and, instead, require only that the ordinances specify a minimum parcel size, effective on January 1, 2001.

31. *Regional Planning Commissions.* Modify provisions related to the dissolution of regional planning commissions as follows: (a) specify that, in determining whether a majority of the local units in the region have adopted resolutions recommending dissolution, each town, village, city and county shall have equal status; and (b) specify that all towns, villages, cities and counties in the region are authorized to vote on the matter of dissolution regardless of whether the local unit of government has withdrawn from the regional planning commission.

[Change to Joint Finance: \$499,600 SEG-REV, -\$3,319,300 PR-Rev, \$385,800 SEG, -\$5,300,000 SEG-S, \$3,100,000 SEG-L, -\$3,076,400 PR, 1.6 SEG positions and -1.6 PR positions]

END



END



DAVID BRANDEMUEHL

State Representative
49th Assembly District

1999
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Mr. Petak,

I am forwarding a fax I received from the DOT Secretary's office regarding Wisconsin federal transportation funds. This sheet lists the amount each state got in federal transportation funds in FY 99. These are the formula funds. It does not include earmarks. Capturing all of the earmarks for each state is difficult and this list of formula funds is the most consistent way to rank the states. For FY 99, Wisconsin got \$498.135 million in formula funds. In addition, we received \$53 million in ICE funds and a \$12 million earmark for Hwy 29. Total for FY 99 = \$563.5 million.

I am also faxing the first four pages of the TDA's analysis of the 1999-2001 Transportation Budget. In it, they talk about federal transportation funding for Wisconsin. I thought it might be helpful.

In addition, I confirmed that we are receiving almost exactly dollar for dollar in federal transportation funds. According to the DOT, we now get about \$1.01 for every dollar we send in. This is really good since, historically, we've only been getting about 80 cents for every dollar.

If you need additional information, please let me know.

*Sheri Krause, Research Assistant
Office of Rep. David Brandemuehl
317 N, State Capitol
(608)266-1170*

Committee Memberships:

Transportation (Chair); Education; Highway Safety; Natural Resources; Urban & Local Affairs; Rustic Roads Board; Transportation Projects Commission

Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us

Home: 13081 Pine Road • Fennimore, Wisconsin 53809 • (608) 822-3776

Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

APPENDIX A
ALLOCATIONS OF S.85.21 AID*
1999

COUNTY	Elderly Ambulatory	Elderly Disabled	Non-Eld. Disabled	Total E+D Pop.	Allocation	Local Match
ADAMS	3,057	855	486	4,398	\$33,866	\$6,773
ASHLAND	2,266	739	308	3,313	\$32,198	\$6,440
BARRON	5,421	1,628	768	7,817	\$60,191	\$12,038
BAYFIELD	1,783	425	244	2,452	\$32,198	\$6,440
BROWN	17,437	5,215	4,226	26,878	\$206,969	\$41,394
BUFFALO	1,941	647	245	2,833	\$32,198	\$6,440
BURNETT	2,295	631	234	3,160	\$32,198	\$6,440
CALUMET	3,396	995	681	5,072	\$39,055	\$7,811
CHIPPEWA	5,857	1,921	1,300	9,078	\$69,904	\$13,981
CLARK	4,150	1,433	606	6,189	\$47,661	\$9,532
COLUMBIA	6,181	1,846	862	8,889	\$68,444	\$13,689
CRAWFORD	2,161	675	315	3,151	\$32,198	\$6,440
DANE	30,170	9,181	8,267	47,618	\$366,666	\$73,333
DODGE	9,237	3,047	2,426	14,710	\$113,273	\$22,655
DOOR	3,490	910	452	4,852	\$37,354	\$7,471
DOUGLAS	4,944	1,630	811	7,385	\$56,872	\$11,374
DUNN	3,220	1,062	717	4,999	\$38,497	\$7,699
EAU CLAIRE	8,747	2,519	1,741	13,007	\$100,160	\$20,032
FLORENCE	745	241	86	1,072	\$32,198	\$6,440
FOND DU LAC	10,585	3,370	1,815	15,770	\$121,427	\$24,285
FOREST	1,334	446	168	1,948	\$32,198	\$6,440
GRANT	6,014	2,069	918	9,001	\$69,313	\$13,863
GREEN	3,685	1,161	587	5,433	\$41,836	\$8,367
GREEN LAKE	3,127	923	329	4,379	\$33,714	\$6,743
IOWA	2,423	737	395	3,555	\$32,198	\$6,440
IRON	1,137	305	103	1,545	\$32,198	\$6,440
JACKSON	2,185	716	353	3,254	\$32,198	\$6,440
JEFFERSON	7,350	2,222	1,613	11,185	\$86,128	\$17,226
JUNEAU	3,269	887	396	4,552	\$35,055	\$7,011
KENOSHA	13,199	3,936	2,587	19,722	\$151,865	\$30,373
KEWAUNEE	2,802	791	335	3,928	\$32,198	\$6,440
LA CROSSE	9,789	3,179	2,000	14,968	\$115,256	\$23,051
LAFAYETTE	2,034	579	281	2,894	\$32,198	\$6,440
LANGLADE	2,947	783	348	4,078	\$32,198	\$6,440
LINCOLN	3,825	1,158	608	5,591	\$43,047	\$8,609
MANITOWOC	10,147	3,203	1,539	14,889	\$114,643	\$22,929

*Allocations are based on estimates of elderly and disabled persons as of Jan. 1, 1997.

Contact: Tom Frazier

APPENDIX A
(CONT'D)

COUNTY	Elderly Ambulatory	Elderly Disabled	Non-Eld. Disabled	Total E+D Pop.	Allocation	Local Match
MARATHON	11,784	3,177	2,366	17,327	\$133,423	\$26,685
MARINETTE	5,547	1,771	768	8,086	\$62,261	\$12,452
MARQUETTE	2,438	641	213	3,292	\$32,198	\$6,440
MENOMINEE	250	55	76	381	\$32,198	\$6,440
MILWAUKEE	104,067	32,328	18,920	155,315	\$1,195,965	\$239,193
MONROE	4,229	1,577	1,113	6,919	\$53,279	\$10,656
OCONTO	3,977	1,083	567	5,627	\$43,330	\$8,666
ONEIDA	5,091	1,344	682	7,117	\$54,806	\$10,961
OUTAGAMIE	14,228	4,067	2,805	21,100	\$162,476	\$32,495
OZAUKEE	6,429	1,642	1,424	9,495	\$73,116	\$14,623
PEPIN	1,016	332	131	1,479	\$32,198	\$6,440
PIERCE	2,955	964	680	4,599	\$35,414	\$7,083
POLK	4,327	1,278	660	6,265	\$48,242	\$9,648
PORTAGE	5,880	1,648	1,199	8,727	\$67,203	\$13,441
PRICE	2,286	701	291	3,278	\$32,198	\$6,440
RACINE	17,868	5,205	3,761	26,834	\$206,621	\$41,324
RICHLAND	2,098	631	323	3,052	\$32,198	\$6,440
ROCK	14,866	4,664	2,862	22,392	\$172,431	\$34,486
RUSK	2,271	634	259	3,164	\$32,198	\$6,440
ST CROIX	4,211	1,546	1,230	6,987	\$53,796	\$10,759
SAUK	6,148	2,014	963	9,125	\$70,266	\$14,053
SAWYER	1,911	530	285	2,726	\$32,198	\$6,440
SHAWANO	5,285	1,601	693	7,579	\$58,365	\$11,673
SHEBOYGAN	12,540	3,669	2,284	18,493	\$142,401	\$28,480
TAYLOR	2,217	688	353	3,258	\$32,198	\$6,440
TREMPEALEAU	3,586	1,226	515	5,327	\$41,018	\$8,204
VERNON	4,101	1,235	454	5,790	\$44,575	\$8,915
VILAS	3,262	852	318	4,432	\$34,124	\$6,825
WALWORTH	8,632	2,528	1,600	12,760	\$98,259	\$19,652
WASHBURN	2,409	608	235	3,252	\$32,198	\$6,440
WASHINGTON	8,511	2,551	2,046	13,108	\$100,934	\$20,187
WAUKESHA	28,005	8,552	6,466	43,023	\$331,288	\$66,258
WAUPACA	5,614	2,549	1,045	9,208	\$70,903	\$14,181
WAUSHARA	3,554	927	345	4,826	\$37,162	\$7,432
WINNEBAGO	15,501	4,571	3,181	23,253	\$179,045	\$35,809
WOOD	9,840	2,968	1,392	14,200	\$109,345	\$21,869
TOTALS	539,284	164,422	101,655	805,361	\$6,439,600	\$1,287,920

1999
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~~Start then go to Leg paper~~
WT highway users Conference.

all benefit from good highway system
WI has done relatively well. Compared
to other states.

T.P.C. W h u c recommendation is in the works
now.

T.P.C. will be involved sooner. will not
be allowed to enumerate projects that can't
be stated in 6 year. E.F.S. ^{Environmental impact} Statement.

Whuc. requested that monies sent to local governments
be restricted to only transportation ^{related} projects
according to fiscal ~~control~~ Bureau there is now
a law on the books to that effect but little is being
done to enforce it. The State is mostly relying on
the reimbursement rate which is 85% of the last 3 years
of expenditure on transportation project to limit spending.

1997 Transportation
Finance Study
Committee Recommendation

Whuc. requested that non transportation
funding be taken off transportation budget. In the
last budget we took \$29 m.c. off DOT Budget & put
it on G.P.R.

1) highway use is going to continue to grow.
convenient, efficient, & at the point relatively
cheap.

1999
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