

SENATE HEARING SLIP

(Please Print Plainly)

SB31
19

DATE: _____

BILL NO. SB31

OR
SUBJECT _____

(NAME) SENATOR TORSSON

(Street Address or Route Number) _____

(City and Zip Code) _____

(Representing) _____

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger **PROMPTLY.**

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: Feb 21 2001

BILL NO. SB 31

OR
SUBJECT _____

(NAME) Rod Clark

(Street Address or Route Number) Rd 951 4802 Sheboygan

(City and Zip Code) Madison, WI 53707

(Representing) Wis Dept of Transp.

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2/21/01

BILL NO. SB-31

OR
SUBJECT _____

(NAME) DAVID J. MUMFAT

(Street Address or Route Number) 200 W. PARKER DR.

(City and Zip Code) JAUVESVILLE, WI 53575

(Representing) TRANSPORTATION DEVELOPMENT ASSN.

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2/21/01

BILL NO. SB 31

OR
SUBJECT _____

Robert C Johnson

(NAME)

2311 Bodger Drive

(Street Address or Route Number)

Waukesha WI 53188

(City and Zip Code)

Wisconsin Urban Transit Association

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: February 21, 2001

BILL NO. SB 31

OR
SUBJECT Transit Formula

Grant Starzak

(NAME)

102 W. Jefferson St

(Street Address or Route Number)

Green Bay, WI 54303

(City and Zip Code)

City of Green Bay

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2/21/01

BILL NO. SB 31

OR
SUBJECT _____

SCOTT BECKER ON BEHALF

(NAME)

OF REP. STEVE WIECKERT

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2/21/01

BILL NO. 31

OR

SUBJECT _____

GREG SEUBERT

(NAME)

609 ETHEL ST.

(Street Address or Route Number)

WAUSAU, WI 54403

(City and Zip Code)

CITY OF WAUSAU

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2-21-01

BILL NO. SB-31 / AB-37

OR

State

SUBJECT Transit Formula

Chuck Kanyo

(NAME)

801 Whitman

(Street Address or Route Number)

Appleton WI 54911

(City and Zip Code)

Valley Transit (For Cities)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2-21-01

BILL NO. 31

OR

SUBJECT _____

DAVE ANDERSON

(NAME)

2218 SOUTH 19th

(Street Address or Route Number)

WAUWATOSA, WI

(City and Zip Code)

ATU W0042 519

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2/21/01

BILL NO. SB 31

OR

SUBJECT _____

(NAME)

Senator Michael Ellis
168 South

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: Feb 21, 2001

BILL NO. SB 31

OR

SUBJECT TRANSIT

(NAME)

GARY R. GORKE
354 W. MAIN ST.

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: Feb. 21. 01

BILL NO. SB31

OR

SUBJECT _____

(NAME)

Gail Sawi
14 W. WILSON

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

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P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 2-21

BILL NO. SB 31

OR
SUBJECT _____

Allison Kijawa
(NAME)

100 River Pl #101
(Street Address or Route Number)

Monona, 53716
(City and Zip Code)

Wise Counties Assn.
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:
but not speaking:

Registering Against:
but not speaking:

Speaking for information
only; Neither for nor against:

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State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882



Amalgamated Transit Union

Local 519

La Crosse, Wisconsin 54601

Demand the Union Label



February 19, 2001

Senator Judith Robson
Madison, WI 53708

Dear Senator Robson:

This letter concerns Senate Bill 31. This proposed legislation represents a return to the method of formula distribution for transit funding to the pre-Act 9 methods.

On behalf of all the unions (ATU, Teamsters, and AFSME) with transit affiliations in Wisconsin, we support this change.

Unfortunately under Act 9, properties in Tiers B and C receive funding based on expenses that are two years old. This has caused funding levels to vary from 50% to 70% in tier B and from 60% to 95% in tier C. Although it would seem the people on the high end of the scale would not want to change there is no guarantee that the next year they would receive the same level of funding.

The other problem that comes into play involves the timing of the budget year verses the calendar year that cities operate under. Budgets in the cities are set long before January 1st. Whereas a city will not know what funding levels will be until sometime in April or May. For a property which receives less than anticipated, this means going back to the local taxpayer for more money, cuts in service and raising fares. Also because more than a third of the year is already past the cuts and increase costs are amplified.

In order for transit to be effective, it needs to provide a consistent, reasonable means of transportation for people. Act 9 makes it even harder for our cities to do this.

The proposed legislation does not involve any new money. It merely levels the amount properties can expect to receive.

You continued support in this matter is appreciated.

Sincerely,

Linda O'Connor, President
Wisconsin State Legislative Council



Transportation Development Association of Wisconsin

22 N. Carroll Street, Suite 102
Madison, WI 53703
(608) 256-7044
fax (608) 256-7079
general@tdawisconsin.org
www.tdawisconsin.org

Executive Director
Philip J. Scherer

TESTIMONY BY DAVID J. MUMMA PRESIDENT, TRANSPORTATION DEVELOPMENT ASSOCIATION OF WISCONSIN

Concerning SB-31

BEFORE THE SENATE COMMITTEE ON INSURANCE, TOURISM, AND TRANSPORTATION

FEBRUARY 21, 2001

My name is Dave Mumma, and I am speaking today on behalf of the Transportation Development Association of Wisconsin; an organization of over 500 members statewide which includes representatives of all modes of transportation and transportation-related businesses and activities in Wisconsin. Our members include representatives of both the private and public sectors, and include public transit systems and the counties and municipalities that operate them. It is on behalf of those members that I thank you for this opportunity to appear.

During the passage of the 1999-2001 biennial Transportation budget, language was inserted in Section 85.20(4m) of the statutes which bases the calculation of public transit operating assistance for cities with annual transit operating expenses of less than \$20,000,000, but with a service area population greater than 50,000, called "Tier B" systems; and those serving areas of less than 50,000 population, called "Tier C" systems, on the actual operating costs incurred two years prior to the year for which operating assistance is being granted. To the two year old costs are added an inflation factor, and allowances for any service expansions which may have happened during the intervening period. In theory, by using the data from two years prior, this system was intended to provide some certainty in the calculation of state transit operating aids for the communities concerned. In practice, the revised language has caused a wide variation in the actual amount of transit operating assistance, as a percentage of expenses, received by cities within the two classes mentioned; with as much as a 20% variation between cities in Tier B and 40% in Tier C. The inflation factor and service increase formula has not adequately compensated for cost increases, particularly with regard to the cost of fuel, and to make matters worse, the revised formula does anything but make the resulting aid calculations predictable. Cities now have no real idea how much operating assistance they will receive in a given year; making budget preparation extremely difficult. Finally, the uncertainty of the formula means that even cities that are "winners", that is, those receiving a higher

President
Dave Mumma
Transit Director
City of Janesville
Janesville

1st Vice President
Doug Pearson
Executive Director
CHAMCO, Inc.—The
Oshkosh Industrial
Development Corp.
Oshkosh

2nd Vice President
Ken Graham
Senior Vice President
HNTB
Milwaukee

Secretary
Ernie Stetenfeld
Vice President Public and
Government Relations
AAA Wisconsin
Madison

Treasurer
Scott Mathy
Vice President
Mathy
Construction Co.
Onalaska

Past President
Donald Hoeft
Airport Director
Austin Straubel
International Airport
Green Bay

percentage of funding than previously, have not put the additional money toward service improvements; but rather have used it simply to reduce the amount of local property tax revenues used to fund their transit operations, against the possibility that the formula will make them "losers" in future years, necessitating the contribution of additional local dollars just to maintain the existing service level.

Here are some examples from around the state:

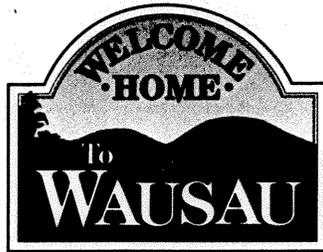
- In Wausau, a Tier B city, state transit funding declined by about \$85,000 in 2000. Unwilling to compromise the transit service available to their citizens, the City of Wausau and surrounding communities dug more deeply into their local reserves to keep the transit system going for last year, but served notice that this bail-out would not be repeated in the future. One of the suburban communities has inquired about the possibility of discontinuing transit service to its citizens.
- In Appleton and the Fox Cities, also in Tier B, a loss of \$100,000 in state operating assistance is projected for 2001, resulting in increases in local property tax contributions to Valley Transit in the range of 17% - 26% from the 8 participating municipalities. One community seriously considered severely reducing or eliminating service, relenting only at the last minute.
- In Tier C, Manitowoc was one of the cities receiving additional funding in 2000. However, since the city did not find out about the additional funds until almost half way through the year after the formula was "run", rather than being able to use the windfall to provide enhanced service for its citizens, the money was used to reduce the amount of local property taxes used to underwrite the cost of its operation in 2000, with the expectation that the formula could "swing" the other way in 2001, costing the City additional local share.
- In Fond du Lac, another of the under 50,000 population cities in "Tier C", the formula cut the other way, with a projected 2001 loss of just under \$32,000. The city had already raised bus fares by 5% in 2000, and plans to reduce service from every half hour to once per hour on some routes this year to help make up the difference. This is all happening at a time when local businesses and social service agencies are asking for additional service, particularly in the evening hours, to connect workers with jobs.
- The effects of the current formula extend to communities as small as 5,000 population with shared ride taxi systems as well. In Waupaca for example, state funding declined by a substantial amount severely impacting that community's budget. Other villages gained state assistance, but again were largely unable to put the additional money into more service for their citizens.
- In Janesville, a Tier B city where I have served as Transit Director for the past 21 years, and our neighboring city of Beloit, the formula worked in opposite ways. Janesville lost money in 2000 and is projected to lose again in 2001, to a total of about \$71,000 over both years, while Beloit showed a slight increase of about \$12,000 for 2000. This happened at a time when both cities increased

service on the shared route which connects them with the local technical college, 2 year University of Wisconsin campus, the county job center and social service agencies, to say nothing of employment opportunities. Also, Janesville instituted the first evening bus service since the 1960's, again largely in response to demand for increased access to jobs in the evening hours for individuals entering the workforce through the W-2 program. Again, Beloit's additional funding came too late in the year to be used for any service enhancements, and was not budgeted to continue in 2001. In Janesville, the local property tax share of transit operating expenses rose by \$30,000 in 2000 and \$69,000 projected for 2001; of which \$37,888 is a direct result of the reduction in state aid, a rate of increase that cannot continue.

The Transportation Development Association supports the development and maintenance of a strong multi-modal transportation system in our state, particularly from the standpoint that the system supports economic development and Wisconsin's continued competitiveness in local, regional, and world markets. The access to jobs and job training provided by our transit systems is vital to this outcome. To the extent that the current formula for computing transit operating assistance for the Tier B and Tier C cities may cause service cutbacks and fare increases that could hamper the effectiveness of these important parts of our statewide transportation system, TDA believes that it is counterproductive.

The proposed legislation before you, SB-31, would change the language of Section 85.20(4m) to restore the previous method of calculating state transit operating assistance for these cities, eliminating the vagaries of the formula currently in place, and allowing cities and the Department of Transportation to more accurately budget and plan transit system operations for the coming years. This bill will return the calculation of State transit operating assistance for these cities to the previous method as of January 2001, giving them immediate relief from the vagaries of the current formula. For this reason, TDA believes that it is important to enact this legislation now, rather than waiting for the regular budget cycle, particularly as it will have no impact on the overall expenses for this program in the Transportation Fund, while being of immediate assistance to the cities who operate the transit systems and their citizens who rely on them for their daily transportation.

Again, on behalf of the members of TDA, thank you for the opportunity to appear before the Committee on this important matter. I would be happy to answer any questions on my presentation that you may have.



**REMARKS BY GREG SEUBERT, TRANSIT DIRECTOR, CITY OF WAUSAU
BEFORE THE SENATE INSURANCE, TOURISM AND TRANSPORTATION COMMITTEE
CONCERNING SENATE BILL 31**

February 21, 2001

My name is Greg Seubert, I am the Transit Director for the City of Wausau. I am here today to testify in favor of Senate Bill 31.

As you know, State transit funding was increased in the 2000 biennial budget by 7.5%. In addition, Federal funding increased by more than 8%. However, the City of Wausau saw a combined State and Federal funding increase of just .7%. Our Federal funding actually decreased by 6.2%.

This funding disparity is the direct result of a change to the statutory transit funding language that was adopted along with the State budget bill. The new language included a formula to be used to calculate the distribution of State and Federal transit funding. Although there was sufficient funding in the budget, the new formula caused some transit systems to get more funding than they had asked for, while others received significantly less. The Wausau Area Transit System was the medium-sized bus system that was hit the hardest by the new formula. In 2000 we were faced with an \$83,000 funding shortfall. This shortfall, coupled with the doubling of fuel prices, made for an extremely challenging budget year.

2000 TRANSIT FUNDING FOR THE CITY OF WAUSAU				
	1999	2000	\$ Difference	% Difference
State Funding	\$900,053	\$937,825	+ \$37,772	+ 4.2%
Federal Funding	\$454,898	\$426,564	- \$28,3374	-6.2%
Total	\$1,354,951	\$1,364,389	+9,438	+ .7%

There were a number of reasons why the City of Wausau faired so poorly. The new formula used audited expenses from 1998 as the base year and allowed for additional expenses for new transit service. However, the formula failed to make any allowance for legitimate expenses that were out of the ordinary, as compared to the base year. The City of Wausau was penalized for a new staff position that had been added, a year prior to the existence of the formula, a one-time labor settlement which is projected to decrease health insurance costs for the City in future years, and higher parts costs that were incurred because half of our bus fleet came off of warranty.

What made this funding situation particularly difficult is its untimeliness. Transit systems were not notified of their funding allocations for the year 2000 until April 13, 2000. After more than a quarter of the budget year had passed, the City of Wausau was hard-pressed to deal with this funding shortfall. My Transit Commission discussed possible cuts in service and significant passenger fare increases. In the end, the City of Wausau, the Village of Rothschild and the City of Schofield each showed its commitment to public transit by funding the shortfall from contingency funds. However, a planned expansion of Saturday bus service in the summer months was cancelled and plans to add service in the Village of Weston and to the Cedar Creek Mall in the Village Rothschild were put on hold until the funding formula issue is resolved.

I have been asked by some why I didn't appose the funding formula prior to its adoption by the Legislature. The simple answer is that I did not see the formula, nor did anyone else, prior to the passage of the bill. None of the transit systems in Wisconsin had any idea how their funding would be affected by the new formula until April 13, 2000.

I have seen first hand, the negative effect of the current formula. The uneven distribution of funding it has produced seems to me to be arbitrary and unfair. I encourage you to support and pass SB31 and restore equity and predictability to the distribution of transit funding in Wisconsin.

I would be happy to discuss this matter in detail, at your convenience. Please contact me if you have any questions. Thank you for the opportunity to be heard.



Judith B. Robson

Wisconsin State Senator

February 21, 2001
Senate Transportation Committee
Room 201 SE, 10:00 a.m.

RE: SB 31 –urban mass transit operating assistance payments

Senate Bill 31 is a budget repair bill. In the last budget we changed the formula for determining aid payments to smaller transit systems. (Joint Finance Committee proposed the change and it was included in the conference committee report). The only systems exempt from the change are Milwaukee and Madison.

We need to rescind that action and restore the formula to its original intent--to provide needed financial support so affordable and accessible public transit services are available statewide.

Senate Bill 31 restores the formula. Aid will be distributed to systems based on their estimated operating costs for that year. It is a simple and straightforward formula.

The budget formula instead based payments on actual transit operating costs from the second preceding year. Although some adjustments are possible to reflect inflation and selected service changes, the formula created significant problems because it did not recognize all costs incurred within the past two years and it did not provide uniform funding for all systems.

There are other people here today who can testify directly to these problems. Simply put, the budget formula did not work well when it was put into place in the year 2000.

Senate Bill 31 will restore the old formula and make it retroactive to January of this year, which is needed because the transit aids are allocated on a calendar year basis.

Page 2 – SB 31 Robson Testimony

Supporters for this formula change include the Wisconsin Department of Transportation, Wisconsin Urban Transit Association, Wisconsin Alliance of Cities, League of Wisconsin Municipalities, and Wisconsin State AFL-CIO. The Assembly companion bill, AB 37, was unanimously reported out of the Assembly Transportation Committee.

The Assembly voted 82-14 on February 15 for passage of AB 37, with an amendment adopted that would make the formula change effective for this year only. The vote against tabling the amendment was 45-51.

I believe this formula change is needed and it is needed this year, next year, and the years thereafter. Governor McCallum has included this change in his budget proposal, and, if adopted, it will ensure that the aid beginning next calendar year, will be distributed based on current year projections.

Your support for Senate Bill 31 is needed to enact the formula for this calendar year.

A vote for Senate Bill 31 today and your support for the budget provision when it comes before us would be greatly appreciated.

Thank you.



Wisconsin Urban Transit Association

2311 Badger Drive, Waukesha, WI 53188-5932

**REMARKS BY ROBERT C. JOHNSON, CHAIRMAN
WISCONSIN URBAN TRANSIT ASSOCIATION
BEFORE THE SENATE COMMITTEE ON INSURANCE, TOURISM, AND TRANSPORTATION
CONCERNING ASSEMBLY BILL 37/SENATE BILL 31**

FEBRUARY 21, 2001

My name is Robert Johnson, and I am Chairman of the Wisconsin Urban Transit Association and also Transit Director for the City of Waukesha. The Wisconsin Urban Transit Association (WUTA) represents 23 transit systems in the State of Wisconsin and strongly supports Assembly Bill 37 to correct the state transit operating assistance funding formula for Tiers B and C. There is wide support for this legislation because of the complete lack of predictability and equity in the current formula. The proposed legislation is revenue neutral and would not seek any new appropriations, but instead would simply distribute the existing appropriations in a uniform and equitable manner.

It is also important that this legislative correction be enacted effective January 1, 2001, rather than wait for the next biennial budget. This is to insure that there is not another year where some transit systems have to consider service cuts and fare increases because of the funding formula, while other transit systems receive more funds than they anticipated.

The complete WUTA position statement is attached to the copy of my written remarks. I would like to thank you for the opportunity to appear here today and would be happy to answer any questions you may have.

Attachment

wuta position statement 012501.doc



TITLETOWN USA



Office of the Mayor

Paul F. Jadin
Mayor



MEMORANDUM

TO: Wisconsin State Senate
Committee on Insurance, Tourism, & Transportation

FROM: Paul F. Jadin, Mayor
City of Green Bay

DATE: February 21, 2001

SUBJECT: Support of Senate Bill 31

The City of Green Bay is asking for your support of Senate Bill 31 addressing the change in the state transit operating assistance formula enacted during the recent state biennial budget. The City during this time frame will experience roughly a \$575,000 loss in federal and state transit aid with the largest loss being in CY 2000-01 estimated at \$350,000.

According to the 1998 figures provided by the Wisconsin Department of Transportation, Green Bay has one of the most efficient systems in the State of Wisconsin in terms of having the lowest costs per passenger but yet has been one of the cities most hurt by the transit operating assistance formula change. The challenge for the City of Green Bay in dealing with this issue has been the planning for the drastic change in the levels of state and federal aid allocated to the City during the last two years and trying to adjust our Transit Department budgets to make up for the shortfall. In CY 1999-00, our allocation was roughly \$225,000 less than the previous year and in CY 2000-01 our allocation will fall an additional \$350,000 when compared to CY 1998-99.

The reduction in state resources through the transit operating assistance formula has a major impact on the Transit Departments ability to address the increased fuel prices along with trying to control the costs associated with the growth in services mandated by the American's with Disabilities Act. Switching back to the transit operating assistance formula prior to the recent state budget would allow the City greater ability to plan our budget and maintain a reasonable tax levy to cover City expenses for a critical service to the community.

Thank you for your time and attention to this critical issue facing many cities in the State of Wisconsin. If you have any questions or comments, please feel free to contact me at my office, (920) 448-3005.

Testimony of Rod Clark

Senate Committee on Insurance, Tourism and Transportation Wednesday, February 21, 2001

Senate Bill 31

My name is Rod Clark, and I am Director of the Bureau of Transit and Local Roads in the Wisconsin Department of Transportation. The Department of Transportation is pleased to support Senate Bill 31, and I am here to present information about this legislation.

The bill provides for a change in the formula for distributing urban mass transit operating assistance to Wisconsin's medium and small transit systems. The bill does not affect aid distributions to either Milwaukee or Madison, which are in separate aid distribution tiers.

The bill would base the formula distribution for these small and medium-sized transit systems on projected current year operating expenses. It represents a return to the previous method of formula distribution.

1999 Wisconsin Act 9, the last biennial budget, made substantial changes to the method in which the State aids are distributed.

That Act required that aid distribution be based on expenses incurred during the second calendar year preceding the calendar year for which aid is paid.

The intended purpose of this new distribution methodology was to increase the level of predictability and stability of funding for the State's mass transit systems. In application, it has not accomplished either objective, and funding has been less predictable and less stable than under the previous method. The new formula is also complex to administer and relies on data that is itself unreliable. It provides a wide disparity in funding that has nothing to do with a transit system's current performance or efficiency. Therefore, the Department and the transit community support a return to the previous distribution methodology based on projected operating costs.

As the fiscal estimate for the bill indicates, there is no net fiscal impact for either state government or local governments, although the aid level for particular systems may be impacted. Transit aids are distributed on a calendar year basis, and although we are already in calendar year 2001, we will be able to make adjustments to the aid levels for this year, if the Legislature acts quickly on this bill.

In the final analysis, the passage of this legislation will provide a more predictable and stable funding distribution for state aid to

transit systems, and the Department urges its favorable consideration.

I would be pleased to respond to any questions.

Vote Record

Senate - Committee on Insurance, Tourism, and Transportation

Date: 2/21/01
 Moved by: Baumgart Seconded by: Farrow
 Clearinghouse Rule: _____
 Appointment: _____
 Other: _____

AB: _____ SB: 31
 AJR: _____ SJR: _____
 AR: _____ SR: _____

A/S Amdt: _____ to A/S Amdt: _____
 A/S Sub Amdt: _____ to A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____
 A/S Amdt: _____ to A/S Sub Amdt: _____

Be recommended for:

- Passage
- Introduction
- Adoption
- Rejection

- Indefinite Postponement
- Tabling
- Concurrence
- Nonconcurrence
- Confirmation

Committee Member

	<u>Aye</u>	<u>No</u>	<u>Absent</u>	<u>Not Voting</u>
Sen. Roger Breske, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Richard Grobschmidt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Jim Baumgart	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Alan Lasee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Margaret Farrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Totals: 5 _____ _____ _____

Motion Carried

Motion Failed