

2011 DRAFTING REQUEST

Bill

Received: 01/09/2012

Received By: emueller

Wanted: As time permits

Companion to LRB:

For: Jessica King (608) 266-5300

By/Representing: Sarah Barry

May Contact: Fred Ammerman - LFB

Drafter: emueller

Subject: Transportation - mass trnst/rail

Addl. Drafters:

Extra Copies: ARG

Submit via email: YES

Requester's email: Sen.King@legis.wisconsin.gov

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Increase mass transit operating assistance funding.

Instructions:

See attached

Drafting History:

| <u>Vers.</u> | <u>Drafted</u> | <u>Reviewed</u> | <u>Typed</u> | <u>Proofed</u> | <u>Submitted</u> | <u>Jacketed</u> | <u>Required</u> |
|--------------|------------------------|--------------------|------------------------|----------------|------------------------|-----------------------|-----------------|
| /? | emueller 01/11/2012 | jdye 01/11/2012 | | _____ | | | S&L |
| /1 | | | jfrantze 01/12/2012 | _____ | sbasford 01/12/2012 | lparisi 01/18/2012 | |

FE Sent For:

→ At Intro.

<END>

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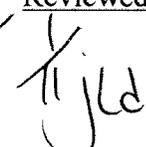
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|--------------|----------------|---|---|----------------|------------------|-----------------|-----------------|
| 1? | emueller |  |  | 1/12 | | | |
| 1 | EUM 1/11/12 | | | | | | |

FE Sent For:

<END>

Mueller, Eric

From: Gary, Aaron
Sent: Monday, January 09, 2012 9:02 AM
To: Mueller, Eric
Subject: FW: Senator King Bill Draft Request

Here it is.

From: Barry, Sarah
Sent: Friday, January 06, 2012 11:30 AM
To: Gary, Aaron
Subject: Senator King Bill Draft Request

Aaron,

Senator King would like to request a bill to restore the 10% cut to mass transit operating assistance using some of the balance in the transportation fund. The total SEG cut to mass transit was \$9,619,600 (as outlined in the fiscal bureau budget summary <http://legis.wisconsin.gov/lfb/publications/budget/2011-13-Budget/documents/act32/dot.pdf> item 2 page 667). The balance in the transportation fund is currently estimated to be \$17.5 million (outlined in the LFB paper on the 13.10 from December (http://legis.wisconsin.gov/lfb/publications/Section-13.10/Documents/2011_12_07_DOT.pdf)). The idea would be to restore the 10% to mass transit following the standard tier formula.

I spoke with Fred Ammerman at the Fiscal Bureau about this request. If you need any other information about the financial piece please contact him.

Let me know if you have any questions and please let me know how long this drafting request may take.

Thank you,

Sarah Barry

Office of Senator Jessica King
18th Senate District
22 South, State Capitol
608-266-5300 Office
608-216-4355 Cell



Legislative Fiscal Bureau

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

May 24, 2011

Joint Committee on Finance

Paper #651

Mass Transit Operating Assistance -- Funding Level and Convert Funding to GPR (DOT -- Local Transportation Aid)

[LFB 2011-13 Budget Summary: Page 433, #2 and #3]

CURRENT LAW

In 2011, state mass transit systems will receive \$118.3 million in state transit aid. Over 90% of this aid will be distributed to bus systems, with the remainder being distributed to shared-ride taxi systems. Calendar year 2011 distributions are set at \$68,583,200 for Tier A-1 (Milwaukee), \$18,021,300 for Tier A-2 (Madison), \$25,852,500 for Tier B, and \$5,852,200 for Tier C. No funding is currently appropriated for Tier A-3 commuter rail systems.

GOVERNOR

Funding Level

Provide decreases of \$373,200 SEG in 2011-12 and \$9,246,400 SEG in 2012-13, as follows: (a) -\$216,400 in 2011-12 and -\$5,360,100 in 2012-13 for Tier A-1 (Milwaukee); (b) -\$56,800 in 2011-12 and -\$1,408,400 in 2012-13 for Tier A-2 (Madison); (c) -\$81,600 in 2011-12 and -\$2,020,600 in 2012-13 for Tier B transit systems; and (d) -\$18,400 in 2011-12 and -\$457,300 in 2012-13 for Tier C transit systems. Set the calendar year distribution amounts for 2012 and thereafter at \$61,724,900 for Tier A-1, \$16,219,200 for Tier A-2, \$23,267,200 for Tier B, and \$5,267,000 for Tier C. This represents a 10% decrease from the 2011 mass transit operating assistance funding level to each tier of mass transit systems for calendar year 2012 and thereafter. Repeal statutory references relating to aid payments for each tier of systems for calendar years 2008 and 2009.

Convert Funding to GPR

Provide \$106,478,300 GPR in 2012-13 and make a corresponding reduction of \$106,478,300 SEG in 2012-13 to reflect the conversion of DOT's mass transit operating assistance program funding from the transportation fund to the general fund. Effective July 1, 2012, renumber the mass transit operating assistance appropriations and specify that the

transit operating assistance program would be funded from a GPR appropriation rather than from a transportation fund SEG appropriation. The bill would provide \$106,478,300 GPR in 2012-13 and make a corresponding reduction of \$106,478,300 SEG in 2012-13 to reflect this conversion. Unless readdressed by a future Legislature, this action would result in the state's mass transit assistance program being funded from the general fund on an ongoing basis, and would result in an ongoing reduction in appropriations for this purpose from the transportation fund.

20. The proposed conversion of the mass transit operating assistance program funding from the transportation fund to the general fund is one of a number of related proposals being made under the Governor's budget. The Governor's budget recommends the deposit of revenues currently deposited to the general fund and other segregated funds to the transportation fund. In addition, similar to the mass transit funding proposal, the budget would fund state highway rehabilitation costs, which have been historically funded from the transportation fund, from the general fund. A description of these revenue and program cost transfers, along with a discussion of each of those proposals, is provided in LFB Paper #642. Alternatives #5 and #6 of this paper would approve or reject, respectively, the Governor's proposal as it relates to mass transit funding.

ALTERNATIVES

Funding Level

1. Approve the Governor's recommendation to provide decreases of \$373,200 SEG in 2011-12 and \$9,246,400 SEG in 2012-13, as follows: (a) -\$216,400 in 2011-12 and -\$5,360,100 in 2012-13 for Tier A-1 (Milwaukee); (b) -\$56,800 in 2011-12 and -\$1,408,400 in 2012-13 for Tier A-2 (Madison); (c) -\$81,600 in 2011-12 and -\$2,020,600 in 2012-13 for Tier B transit systems; and (d) -\$18,400 in 2011-12 and -\$457,300 in 2012-13 for Tier C transit systems. Set the calendar year distribution amounts for 2012 and thereafter at \$61,724,900 for Tier A-1, \$16,219,200 for Tier A-2, \$23,267,200 for Tier B, and \$5,267,000 for Tier C. This represents a 10% decrease from the 2011 mass transit operating assistance funding level to each tier of mass transit systems for calendar year 2012 and thereafter. Repeal statutory references relating to aid payments for each tier of systems for calendar years 2008 and 2009.

2. Modify the Governor's recommendation by providing annual mass transit aid changes (SEG) for 2012 and 2013 at one of the following percentages. [Although shown as SEG, the change in 2012-13 would be a GPR change if the Committee adopts the Governor's recommendation to fund mass transit operating assistance with GPR, beginning in 2012-13.] Set the distributions for each tier and change the mass transit aid appropriations as shown below:

| | Calendar Year 2012 | SEG Change to Bill | |
|---------------------|--------------------|--------------------|----------------|
| | Distribution* | 2011-12 | 2012-13 |
| a. No Change | | | |
| Tier A-1 <i>ht</i> | \$68,583,200 | \$1,714,600 | \$6,858,300 |
| Tier A-2 <i>hU</i> | 18,021,300 | 450,500 | 1,802,100 |
| Tier B <i>h*</i> | 25,852,500 | 646,300 | 2,585,300 |
| Tier C <i>h\$</i> | <u>5,852,200</u> | <u>146,300</u> | <u>585,200</u> |
| | \$118,309,200 | \$2,957,700 | \$11,830,900 |
| b. -2%/0% | | | |
| Tier A-1 | \$67,211,500 | \$1,371,700 | \$5,486,600 |
| Tier A-2 | 17,660,900 | 360,400 | 1,441,700 |
| Tier B | 25,335,500 | 517,100 | 2,068,300 |
| Tier C | <u>5,735,200</u> | <u>117,100</u> | <u>468,200</u> |
| | \$115,943,100 | \$2,366,300 | \$9,494,800 |
| c. -4%/0% | | | |
| Tier A-1 | \$65,839,900 | \$1,028,800 | \$4,115,000 |
| Tier A-2 | 17,300,400 | 270,300 | 1,081,200 |
| Tier B | 24,818,400 | 387,800 | 1,551,200 |
| Tier C | <u>5,618,100</u> | <u>87,800</u> | <u>351,100</u> |
| | \$113,576,800 | \$1,774,700 | \$7,098,500 |
| d. -4.3%/0% | | | |
| Tier A-1 | \$65,634,100 | \$977,300 | \$3,909,200 |
| Tier A-2 | 17,246,400 | 256,800 | 1,027,200 |
| Tier B | 24,740,800 | 368,400 | 1,473,600 |
| Tier C | <u>5,600,600</u> | <u>83,400</u> | <u>333,600</u> |
| | \$113,221,900 | \$1,685,900 | \$6,743,600 |
| e. -6%/0% | | | |
| Tier A-1 | \$64,468,200 | \$685,900 | \$2,743,300 |
| Tier A-2 | 16,940,000 | 180,200 | 720,800 |
| Tier B | 24,301,400 | 258,500 | 1,034,200 |
| Tier C | <u>5,501,100</u> | <u>58,500</u> | <u>234,100</u> |
| | \$111,210,700 | \$1,183,100 | \$4,732,400 |
| f. -8%/0% | | | |
| Tier A-1 | \$63,096,500 | \$342,900 | \$1,371,600 |
| Tier A-2 | 16,579,600 | 90,100 | 360,400 |
| Tier B | 23,784,300 | 129,300 | 517,100 |
| Tier C | <u>5,384,000</u> | <u>29,300</u> | <u>117,000</u> |
| | \$108,844,400 | \$591,600 | \$2,366,100 |

*And thereafter.

3. Provide any county or municipality that operates or sponsors a Tier A-1, Tier A-2, or Tier B mass transit bus system the authority to impose up to 0.5% sales and use taxes to fund the operation of that transit system. In addition, specify that before any county or municipality may impose the sales and use taxes under this alternative, the resolution imposing the taxes must be approved by its voters at referendum

4. Delete provision. (No change to base level funding would be provided and payments 2011 and thereafter would be prorated at an average of 97.8%.)



State of Wisconsin
2011 - 2012 LEGISLATURE



LRB-2526/1 3760/1
EVM:sbb&wlj:rs

keep
RMAJR

2011 BILL

No changes

In 1/11/12

Soon

Regen

X

1 AN ACT *to amend* 85.20 (4m) (a) 6. cm., 85.20 (4m) (a) 6. d., 85.20 (4m) (a) 7. b.
2 and 85.20 (4m) (a) 8. b. of the statutes; **relating to:** funding for the urban mass
3 transit operating assistance program and making an appropriation.

Analysis by the Legislative Reference Bureau

Under current law, DOT provides state aid payments to local public bodies in urban areas served by mass transit systems to assist the local public bodies with the expenses of operating those systems. There are five classes of urban mass transit systems. Four classes are defined by reference to the annual operating expenses of the system or the population of the area in which the system operates. The total amount of state aid payments to these four classes of mass transit systems is limited to an annual amount specified in the statutes. The fifth class is for certain commuter or light rail systems. There is no specified amount payable to the rail mass transit system class. This bill increases funding for state aids to the four classes of mass transit systems for which a yearly amount of aid is specified.

For further information see the ***state and local*** fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

4 SECTION 1. 85.20 (4m) (a) 6. cm. of the statutes, as affected by 2011 Wisconsin
5 Act 32, is amended to read:

BILL**SECTION 1**

1 85.20 **(4m)** (a) 6. cm. From the appropriation under s. 20.395 (1) (ht), the
2 department shall pay \$66,585,600 for aid payable for calendar year 2010, and
3 \$68,583,200 for aid payable for calendar year 2011, ~~and \$61,724,900 for aid payable~~
4 ~~for calendar year 2012~~ and thereafter, to the eligible applicant that pays the local
5 contribution required under par. (b) 1. for an urban mass transit system that has
6 annual operating expenses of \$80,000,000 or more. If the eligible applicant that
7 receives aid under this subd. 6. cm. is served by more than one urban mass transit
8 system, the eligible applicant may allocate the aid between the urban mass transit
9 systems in any manner the eligible applicant considers desirable.

10 **SECTION 2.** 85.20 (4m) (a) 6. d. of the statutes, as affected by 2011 Wisconsin
11 Act 32, is amended to read:

12 85.20 **(4m)** (a) 6. d. From the appropriation under s. 20.395 (1) (hu), the
13 department shall pay \$17,496,400 for aid payable for calendar year 2010, and
14 \$18,021,300 for aid payable for calendar year 2011, ~~and \$16,219,200 for aid payable~~
15 ~~for calendar year 2012~~ and thereafter, to the eligible applicant that pays the local
16 contribution required under par. (b) 1. for an urban mass transit system that has
17 annual operating expenses in excess of \$20,000,000 but less than \$80,000,000. If the
18 eligible applicant that receives aid under this subd. 6. d. is served by more than one
19 urban mass transit system, the eligible applicant may allocate the aid between the
20 urban mass transit systems in any manner the eligible applicant considers desirable.

21 **SECTION 3.** 85.20 (4m) (a) 7. b. of the statutes, as affected by 2011 Wisconsin
22 Act 32, is amended to read:

23 85.20 **(4m)** (a) 7. b. For the purpose of making allocations under subd. 7. a., the
24 amounts for aids are \$25,099,500 in calendar year 2010, and \$25,852,500 in calendar
25 year 2011, ~~and \$23,267,200 in calendar year 2012~~ and thereafter. These amounts,

BILL

1 to the extent practicable, shall be used to determine the uniform percentage in the
2 particular calendar year.

3 **SECTION 4.** 85.20 (4m) (a) 8. b. of the statutes, as affected by 2011 Wisconsin
4 Act 32, is amended to read:

5 85.20 (**4m**) (a) 8. b. For the purpose of making allocations under subd. 8. a., the
6 amounts for aids are \$5,681,600 in calendar year 2010, and \$5,852,200 in calendar
7 year 2011, ~~and \$5,267,000 in calendar year 2012~~ and thereafter. These amounts, to
8 the extent practicable, shall be used to determine the uniform percentage in the
9 particular calendar year.

10 **SECTION 5. Fiscal changes.**

11 (1) TIER B TRANSIT OPERATING AIDS. In the schedule under section 20.005 (3) of
12 the statutes for the appropriation to the department of transportation under section
13 20.395 (1) (hr) of the statutes, as affected by the acts of 2011, the dollar amount is
14 increased by \$646,300 for the first fiscal year of the fiscal biennium in which this
15 subsection takes effect to increase funding for mass transit aids. In the schedule
16 under section 20.005 (3) of the statutes for the appropriation to the department of
17 transportation under section 20.395 (1) (hr) of the statutes, as affected by the acts
18 of 2011, the dollar amount is increased by \$2,585,300 for the second fiscal year of the
19 fiscal biennium in which this subsection takes effect to increase funding for mass
20 transit aids.

21 (2) TIER C TRANSIT OPERATING AIDS. In the schedule under section 20.005 (3) of
22 the statutes for the appropriation to the department of transportation under section
23 20.395 (1) (hs) of the statutes, as affected by the acts of 2011, the dollar amount is
24 increased by \$146,300 for the first fiscal year of the fiscal biennium in which this
25 subsection takes effect to increase funding for mass transit aids. In the schedule

BILL

1 under section 20.005 (3) of the statutes for the appropriation to the department of
2 transportation under section 20.395 (1) (hs) of the statutes, as affected by the acts
3 of 2011, the dollar amount is increased by \$585,200 for the second fiscal year of the
4 fiscal biennium in which this subsection takes effect to increase funding for mass
5 transit aids.

6 (3) TIER A-1 TRANSIT OPERATING AIDS. In the schedule under section 20.005 (3)
7 of the statutes for the appropriation to the department of transportation under
8 section 20.395 (1) (ht) of the statutes, as affected by the acts of 2011, the dollar
9 amount is increased by \$1,714,600 for the first fiscal year of the fiscal biennium in
10 which this subsection takes effect to increase funding for mass transit aids. In the
11 schedule under section 20.005 (3) of the statutes for the appropriation to the
12 department of transportation under section 20.395 (1) (ht) of the statutes, as affected
13 by the acts of 2011, the dollar amount is increased by \$6,858,300 for the second fiscal
14 year of the fiscal biennium in which this subsection takes effect to increase funding
15 for mass transit aids.

16 (4) TIER A-2 TRANSIT OPERATING AIDS. In the schedule under section 20.005 (3)
17 of the statutes for the appropriation to the department of transportation under
18 section 20.395 (1) (hu) of the statutes, as affected by the acts of 2011, the dollar
19 amount is increased by \$450,500 for the first fiscal year of the fiscal biennium in
20 which this subsection takes effect to increase funding for mass transit aids. In the
21 schedule under section 20.005 (3) of the statutes for the appropriation to the
22 department of transportation under section 20.395 (1) (hu) of the statutes, as
23 affected by the acts of 2011, the dollar amount is increased by \$1,802,100 for the

BILL

1 second fiscal year of the fiscal biennium in which this subsection takes effect to
2 increase funding for mass transit aids.

3 (END)

Barman, Mike

From: Barry, Sarah
Sent: Wednesday, January 18, 2012 9:39 AM
To: LRB.Legal
Subject: Draft Review: LRB 11-3760/1 Topic: Increase mass transit operating assistance funding.

Please Jacket LRB 11-3760/1 for the SENATE.