

1999 DRAFTING REQUEST

Bill

Received: **11/16/98**

Received By: **nilsepe**

Wanted: **Soon**

Identical to LRB:

For: **Administration-Budget**

By/Representing: **Etzler**

This file may be shown to any legislator: **NO**

Drafter: **nilsepe**

May Contact:

Alt. Drafters:

Subject: **Transportation - mass transit**

Extra Copies: **TNF**

Topic:

DOA:.....Etzler - Specialized transportation assistance

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>
/?	nilsepe 11/18/98	wjackson 11/18/98		_____			State
/P1			hhagen 11/19/98	_____	lrb_docadmin 11/19/98		

FE Sent For:

<END>

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/?	nilsepe	P1-11-18-98 XG	11/18	11/19			

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<END>

Department of Transportation
1999-2001 Biennial Budget Request
STATUTORY MODIFICATIONS

DRAFT

DIN NUMBER: 5810

TOPIC: Elderly & Disabled Vehicle Grants

DESCRIPTION OF CHANGE:

Change s.20.395.(1) (cq) to a continuing appropriation

JUSTIFICATION:

WisDOT administers a program that provides specialized vehicles for private, non-profit organizations (and under certain circumstances, local governments). As reflected in the associated decision item, the majority of the funding for this program is federal transit funding provided under the "Section 5310" program (formerly known as the "Section 16 (b) (2)" program). Wisconsin supplements the federal funds with a state-funds appropriation used for the same purposes. Base funding for the state-funds appropriation is \$797,800.

State funding is currently provided from an annual appropriation. This appropriation type is not well suited for the structure of this program. Unlike other WisDOT aid programs, the E & D Capital Grant program is based on awards of vehicles procured by WisDOT. Cash grants are available as an option but most grantees do not select this option because vehicle procurement procedures must conform with extensive federal regulations that many nonprofit groups are not easily able to contend with. The vehicles are awarded under a competitive application process and, given the difference between the state and federal fiscal years, a continuing appropriation would enhance coordination of the grant cycle with the use of both state and federal funds.

The vehicle procurement process, including the development of specifications and accepting bids, is in many ways more analogous to WisDOT construction programs than it is to a "formula" aid (in which it is relatively easy to simply pay each recipient the amount it is entitled to receive during the fiscal year). In WisDOT's program structure, continuing appropriations are typically used for the more construction-like programs because it is well understood that the biennial budget determines the investment level for a program, but the timing of the need for expenditures is not perfectly predictable.

Converting the state-funds appropriation for E & D Capital Grants to a non-lapsing appropriation will mean that the Governor and Legislature can be assured that the desired level of State investment in vehicle grants will be achieved over time—it will not be reduced merely because of a delay in award cycles or because some odd amount of state funds is not sufficient to fully fund another vehicle in a given year. When the actual price of vehicles turns out to be less than originally anticipated, the savings can be re-invested to fund additional vehicles or to help cover vehicle cost increases. In effect, a continuing appropriation will allow base-level state funding to go slightly farther in addressing E & D transportation needs.

DRAFT

DIN 5803: E & D AIDS INFLATION

DEPARTMENT: 395 PROGRAM: 01 SUBPROGRAM: 03 APPROPRIATION: 168 DECISION ITEM: 5803
EXPENDITURE ITEMS 2ND YEAR COST

	1ST YEAR COST	TOTAL
10 LOCAL ASSISTANCE	193,200.00	585,400.00
17 TOTAL COST	193,200.00	585,400.00

SUMMARY: DOT requests increased funding of \$193,200 in FY 2000 and \$392,200 in FY 2001 to provide 3% annual increases in Elderly and Disabled Transportation Aid to Counties. This recommendation will increase total program funding from \$6,439,600 in 1999 to \$6,632,800 in 2000 and to \$6,831,800 in 2001.

DISCUSSION: DOT's recommendation to provide 3% annual increases in county aid, rather than the 3% one-time increase that is being recommended for its other major local aid programs, reflects the priority of maintaining existing critical transportation services for the elderly and disabled (E & D). County aid allocations are based on one of two factors: either a county's proportionate share of the estimated E & D population or a minimum-aid amount (equal to 0.5% of the appropriation). The program is important to both urban and rural areas: The E & D population is concentrated in urban areas; however, the program supports a basic level of mobility in rural counties where other transportation options are less available. 22 counties receive the minimum annual amount, currently \$32,198. The program received a 12% increase for 1998 but no additional increase for 1999. Demand for program services is growing faster than the general rate of inflation. One indication of this is the population estimates used in the program: The E & D population has been growing about 1.1% annually compared to about 0.8% annually for the general population. In 1987 the E & D population was about 14.9% of Wisconsin's population; ten years later, it had increased to over 15.5% of the population.



State of Wisconsin
1999 - 2000 LEGISLATURE

LRB-0889#

PEN.../.....

Handwritten initials and a large scribble, possibly containing 'WLJ' and 'PI'.

DOA:.....Etzler - specialized transportation assistance

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

<sup>do not
gen</sup>
AN ACT ...; relating to: elderly and disabled transportation capital assistance program and making an appropriation. ✓

Analysis by the Legislative Reference Bureau

TRANSPORTATION ✓

TRANSPORTATION AIDS ✓

Under current law, the department of transportation (DOT) ✓ administers an elderly and disabled transportation capital assistance program. Under the program, DOT annually awards grants of state and federal moneys to qualified private, nonprofit organizations and local public bodies for capital costs related to specialized vehicles and facilities used to provide transportation services to elderly and disabled persons. Grants of state aid are paid from an annual appropriation in the segregated transportation fund. An annual appropriation is expendable only up to the amount shown in the schedule and only for the fiscal year for which made. At the end of the fiscal year the unencumbered balance reverts to the transportation fund. ✓

This bill changes the appropriation account from which state aids are payable for the elderly and disabled transportation capital assistance program from an annual appropriation to a continuing appropriation. A continuing appropriation is expendable until fully depleted or repealed by subsequent action of the legislature; unencumbered balances do not revert to the transportation fund at the end of the fiscal year.

For further information see the *state* 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:

^{*}
SECTION 1. 20.395 (1) (cq) of the statutes is amended to read:

20.395 (1) (cq) *Elderly and disabled capital aids, state funds.* ~~The~~ As a continuing appropriation, the amounts in the schedule for specialized transportation capital assistance for the elderly and disabled under s. 85.22.

History: 1971 c. 40 s. 93; 1971 c. 42, 107; 1971 c. 125 ss. 122 to 137, 522 (1); 1971 c. 197, 211, 215, 307; 1973 c. 90, 142, 243, 333, 336; 1975 c. 39; 1975 c. 163 s. 16; 1975 c. 200, 224, 270, 288, 340, 422; 1977 c. 29, 377, 418; 1979 c. 34 ss. 322e to 420, 574, 575; 1979 c. 221; 1981 c. 20 ss. 238 to 300, 2202 (51) (c), (e); 1981 c. 165, 234; 1981 c. 314 s. 146; 1981 c. 347 s. 80; 1981 c. 362; 1983 a. 27 ss. 270g to 315, 2202 (20); 1983 a. 243; 1985 a. 29 ss. 357 to 402, 3202 (51) (a); 1985 a. 65, 76, 341; 1987 a. 27, 137, 349, 369, 399, 403; 1989 a. 31, 56; 1991 a. 39, 104, 239, 269; 1993 a. 16, 285, 354, 437; 1995 a. 27, 113, 201, 338, 445; 1997 a. 27, 35, 135, 237, 255.

(END) ✓



State of Wisconsin
1999 - 2000 LEGISLATURE

LRB-0889/P1
PEN:wlj&jlg:hmh

DOA:.....Etzler – Specialized transportation assistance

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

- 1 AN ACT ...; relating to: elderly and disabled transportation capital assistance
2 program and making an appropriation.

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NOTE TO DRAFTING FILE for LRB-0889:

Per the drafter, this draft has been redrafted to a “/1” as no problems remain in the draft that require resolution before introduction of the budget bill. There are no changes between the “/PX” and the “/1.”

DOA:.....Etzler - Specialized transportation assistance

FOR 1999-01 BUDGET - NOT READY FOR INTRODUCTION

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