

2003 DRAFTING REQUEST

Bill

Received: **12/18/2002**

Received By: **agary**

Wanted: **Soon**

Identical to LRB:

For: **Administration-Budget**

By/Representing: **Vail**

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

Drafter: **agary**

May Contact:

Addl. Drafters:

Subject: **Transportation - mass transit
Transportation - miscellaneous**

Extra Copies: **TNF, PJH**

Submit via email: **NO**

Pre Topic:

DOA:.....Vail - BB0283,

Topic:

Transit aid increases

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>
/?							S&L
/1	agary 12/26/2002	jdyer 12/30/2002	rschluet 12/30/2002		lemery 12/30/2002		S&L
/2	agary 02/01/2003	chanaman 02/01/2003	chaugen 02/01/2003		sbasford 02/03/2003		

FE Sent For:

<END>

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1?	agary	1 12/31 jld		 12-30-2			

FE Sent For:

<END>



WISCONSIN DEPARTMENT OF
ADMINISTRATION

SCOTT McCALLUM
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Division of Executive Budget and Finance
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1736
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TTY (608) 267-9629

Date: December 10, 2002

To: Stephen R. Miller, Chief
Legislative Reference Bureau

From: Benjamin J. Vail
Policy and Budget Analyst
ECR Team

Subject: **Biennial Budget Drafting Request**
Agency 395 – Department of Transportation (DOT)

Budget Office Request Title:
Transit Aid Increases

Request Description:

Increase urban mass transit aids in fiscal year 2004-05 to maintain current cost coverage percentages for each. The total cost in FY04 is \$8,590,900 SEG and \$13,078,700 SEG in FY05. Request funding would be distributed as follows:

- \$1,990,600 in FY04 and \$5,328,400 in FY05 for Tier A-1 (Milwaukee).
- \$567,100 in FY04 and \$1,561,900 in FY05 for Tier A-2 (Madison).
- \$4,123,000 in FY04 and \$3,939,100 in FY05 for Tier B.
- \$1,910,200 in FY04 and \$2,249,300 in FY05 for Tier C.

Further information is provided in the attached issue paper prepared by the department.

BB283

Department of Transportation
2003-2005 Biennial Budget Request
ISSUE PAPER

PROGRAM: State Urban Mass Transit Operating Assistance Program

DIN NUMBER: 5103

ISSUE TITLE: Transit Aid Increases

REQUEST:

The Department requests \$8,590,900 SEG in FY 04 and \$13,078,700 SEG in FY 05 for urban mass transit aids. The request is composed of \$1,990,600 in FY 04 and \$5,328,400 in FY 05 for Tier A-1 (Milwaukee), \$567,100 in FY 04 and \$1,561,900 in FY 05 for Tier A-2 (Madison), \$4,123,000 in FY 04 and \$3,939,100 in FY 05 for Tier B, and \$1,910,200 in FY 04 and \$2,249,300 in FY 05 for Tier C to maintain current cost coverage percentages for each tier in CY 03 and future years.

SUMMARY:

Farebox revenues are not sufficient to support public transit service in Wisconsin. State operating assistance is provided to all public transit systems to ensure the continuation and expansion, where appropriate, of adequate services. State transit aid is the largest source of funding for operating costs of Wisconsin's public transit systems, in addition to federal aids and local tax dollars. In CY 02, the program is covering an average of 40.3% of all system operating costs, for a total of \$96,726,800.

The program has been restructured several times since 1974 in an effort to promote efficiency and effectiveness and to accommodate the eligibility of smaller transit systems. However, the current formula-based distribution and policy of equalizing combined federal and state aids as a percentage of costs is working well in the current four-tiered structure. Tier A-1 includes Milwaukee County; Tier A-2 includes Madison; Tier B includes Waukesha County and the cities of Waukesha and Monona, as well as systems operating in urbanized areas with a population of 50,000 to 200,000; and Tier C includes systems operating in urban areas with populations of less than 50,000. Each tier has a separate appropriation with a specified funding amount.

Transit operating aids are paid on a calendar year basis. The relationship between the calendar year aid distributions and fiscal year appropriations means that a fiscal year appropriation provides funding for $\frac{3}{4}$ of the previous calendar year amount and $\frac{1}{4}$ of the current calendar year amount. For example, $FY\ 04 = (\frac{3}{4}\ of\ CY\ 03) + (\frac{1}{4}\ of\ CY\ 04)$.

The 2003-05 biennial budget needs to address the appropriate level of funding and the equitable distribution of state aids among the funding tiers. The single most important issue for Wisconsin's urban transit community is that outside funding sources be consistent, stable, and predictable. This is imperative as they plan for service changes and prepare budgets for the following year. Changes in the anticipated levels of state and federal operating assistance that occur after their local budgets have been adopted often result in service cuts and/or fare increases. Recent projections for CY 03 show Wisconsin's small bus and shared-ride taxi systems (Tier C) dropping from a combined state and federal share of 67% of costs in CY 02 to 55% in CY 03. Several factors are responsible for this dramatic decline.

State Aids

Under the current statutory program structure, there is no specified funding target or goal. Each funding tier has a fixed-dollar appropriation with a requirement that funds be distributed in such a manner that all systems within the tier have an equal percentage of costs covered by the combination of state and federal aids. In 1994, state aids covered 42% of the costs of systems in Tier C. By 2002, this percentage had eroded to 35.1%. While state aid appropriations increased with every biennial budget enacted during this period, the increases were always in the form of a uniform percentage applied to all funding tiers equally, even though operating expenses for Tier C systems as a whole greatly outpaced any of the other funding tiers. This occurred for the following reasons: 1) while the

number of systems in the other funding tiers remained constant, shared-ride taxi systems in Tier C increased from 33 in 1994 to 39 in 2002. If the expenses of these six new systems were subtracted from total Tier C expenses, state aids would cover 38% of costs instead of the 35.1% currently covered; and 2) most of the shared-ride taxi systems have seen significant ridership increases during this period, requiring additional vehicles and more driver-hours of service. Fixed route bus systems can often accommodate ridership increases without incurring significant increases in costs. Hours of service provided by Tier C shared-ride taxi systems have increased by 84%, from 328,653 in 1994 to 604,136 in 2002, while service hours for Tier B increased by 11%.

Federal Aids

By utilizing carryover federal transit aids each year for operating assistance, the Department has tried to maintain the combined federal and state percentage of costs as constant as possible for Tier C systems. For example, from 1994 through 1996, combined federal and state aids supported 70% of costs. In 1997, a shortfall in federal aid reduced the percentage to 67.4%, which was maintained through 2001 with the use of \$471,000 in federal carryover balances. In 2002, the percentage dropped slightly to 67%. The Department's ability to supplement a shrinking state share of costs with federal aids was made possible by federal program balances that had accumulated. However, all remaining federal program balances were depleted in 2002. In addition, two shared-ride taxi systems, Ozaukee and Washington Counties, previously funded by federal Congestion Mitigation and Air Quality funds, are no longer eligible for funding under that program and are now dependent on federal transit funds for their operating assistance. This alone accounts for an additional \$511,000 draw on federal transit program funds.

JUSTIFICATION:

The requested level of funding would require overall SEG increases of 8.8% in FY 04 and 4.2% in FY 05. While requiring an increase in state aids, this recommendation does not provide "real" increases in that the combined federal and state aids would cover the same percentage of costs in future years as covered in CY 02. Tier A-1 and Tier A-2 would be at 50%, Tier B at 60% and Tier C at 67%, which would require different percentage increases in the appropriations for each tier. State aid increases reflect the remainder needed to maintain the share of cost targets and provide local transit systems with a stable and predictable funding source after federal aid increases have been included.

Requested state funding would be distributed among the tiers as follows:

	<u>FY 04 Increase</u>	<u>FY 05 Increase</u>
Tier A-1	\$1,990,600	\$ 5,328,400
Tier A-2	\$ 567,100	\$ 1,561,900
Tier B	\$4,123,000	\$ 3,939,100
Tier C	\$1,910,200	\$ 2,249,300
Total	\$8,590,900	\$13,078,700

**Department of Transportation
2003-2005 Biennial Budget Request
STATUTORY MODIFICATIONS**

DIN NUMBER: 5103

TOPIC: Transit Aid Increases

DESCRIPTION OF CHANGE:

1. Specify the calendar year amounts to be used for aid calculations:
 - a. Amend s. 85.20(4m)(a)6.cm. Wis. Stats., to specify that the aid amount in CY 04 is \$61,432,300 and \$60,921,700 in CY 05 and thereafter and delete references to CY 00, CY 01, and CY 02 aid amounts.
 - b. Amend s. 85.20(4m)(a)6.d. Wis. Stats., to specify that the aid amount in CY 04 is \$16,543,200 and \$16,393,600 in CY 05 and thereafter and delete references to CY 00, CY 01, and CY 02 aid amounts.
 - c. Amend s. 85.20(4m)(a)7.b. Wis. Stats., to specify that the aid amount in CY 03 is \$23,987,900, \$24,346,100 in CY 04, and \$25,515,700 in CY 05 and thereafter and delete references to CY 00, CY 01, and CY 02 aid amounts.
 - d. Amend s. 85.20(4m)(a)8.b. Wis. Stats., to specify that the aid amount in CY 03 is \$7,031,700, \$7,552,100 in CY 04, and \$8,704,300 in CY 05 and thereafter and delete references to CY 00, CY 01, and CY 02 aid amounts.

JUSTIFICATION:

Urban mass transit operating aids need to be addressed in the 2003-05 biennial budget to assure an appropriate level of funding and the equitable distribution of state aids among the funding tiers. The single most important issue for Wisconsin's urban transit community is that outside funding sources be consistent, stable and predictable. Changes in the anticipated levels of state and federal operating assistance that occur after local budgets have been adopted often result in service cuts and/or fare increases. Recent projections for CY 03 show Wisconsin's small bus and shared-ride taxi systems (Tier C) dropping from a combined state and federal share of 67% of costs in CY 02 to 55% in CY 2003.

The Department's request reflects the calendar year aids amount associated with the requested fiscal year funding increases. The requested level of funding would require overall SEG increases of 4.9% in FY 04 and 10.2% in FY 05. While requiring an increase in state aids, this recommendation does not provide "real" increases in that the combined federal and state aids would cover the same percentage of costs in future years as covered in CY 02. Tier A-1 and Tier A-2 would be at 50%, Tier B at 60% and Tier C at 67%, which would require different percentage increases in the appropriations for each tier. State aid increases reflect the remainder needed to maintain the share of cost targets and provide local transit systems with a stable and predictable funding source after federal aid increases have been included.

Requested state funding would be distributed among the tiers as follows:

	<u>FY 04 Increase</u>	<u>FY 05 Increase</u>
Tier A-1	\$1,990,600	\$ 5,328,400
Tier A-2	\$ 567,100	\$ 1,561,900
Tier B	\$4,123,000	\$ 3,939,100
Tier C	\$1,910,200	\$ 2,249,300
Total	\$8,590,900	\$13,078,700

JK

DOA:.....Vail - BB0283, Transit aid increases

FOR 2003-05 BUDGET — NOT READY FOR INTRODUCTION

D-Note

don't gen

1 AN ACT ...; relating to: the budget.

Analysis by the Legislative Reference Bureau

TRANSPORTATION ✓

TRANSPORTATION AIDS ✓

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 four classes of mass transit systems and the total amount of state aid payments to each class of mass transit system is limited to a specified amount in each calendar year.

This bill increases the total amount of state aid payments to each class of mass transit system, as follows:

1. For a mass transit system having annual operating expenses in excess of \$80,000,000, from a current limit of \$56,811,800 in calendar year 2003 to \$61,432,300 in calendar year 2004 and \$60,921,700 in calendar year 2005 and thereafter.

2. For a mass transit system having annual operating expenses of at least \$20,000,000 but less than \$80,000,000, from a current limit of \$15,166,900 in calendar year 2003 to \$16,543,200 in calendar year 2004 and \$16,393,600 in calendar year 2005 and thereafter.

3. For mass transit systems serving urban areas having a population of at least 50,000 but having annual operating expenses of less than \$20,000,000, from a current limit of \$21,008,300 in calendar year 2003 to \$23,987,900 in calendar year

2003, \$24,346,100[✓] in calendar year 2004, and \$25,515,700[✓] in calendar year 2005 and thereafter.

4. For mass transit systems serving urban areas having a population of less than 50,000, from a current limit of \$5,674,400[✓] in calendar year 2003 to \$7,031,700[✓] in calendar year 2003, \$7,552,100[✓] in calendar year 2004, and \$8,704,300[✓] in calendar year 2005 and thereafter.

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:

1 SECTION 1. 85.20 (4m) (a) 6. cm.[✓] of the statutes is amended to read:

2 85.20 (4m) (a) 6. cm. ~~For aid payable for calendar years 2000 and 2001, from~~
3 ~~the appropriation under s. 20.395 (1) (ht), the department shall pay \$53,555,600 to~~
4 ~~the eligible applicant that pays the local contribution required under par. (b) 1. for~~
5 ~~an urban mass transit system that has annual operating expenses in excess of~~
6 ~~\$80,000,000. For aid payable for calendar year 2002, from the appropriation under~~
7 ~~s. 20.395 (1) (ht), the department shall pay \$55,697,800 to the eligible applicant that~~
8 ~~pays the local contribution required under par. (b) 1. for an urban mass transit~~
9 ~~system that has annual operating expenses in excess of \$80,000,000. Beginning with~~
10 For aid payable for calendar year 2003 and for each calendar year thereafter, from
11 the appropriation under s. 20.395 (1) (ht), the department shall pay \$56,811,800 to
12 the eligible applicant that pays the local contribution required under par. (b) 1. for
13 an urban mass transit system that has annual operating expenses in excess of
14 \$80,000,000. For aid payable for calendar year 2004, from the appropriation under
15 s. 20.395 (1) (ht), the department shall pay \$61,432,300 to the eligible applicant that
16 pays the local contribution required under par. (b) 1. for an urban mass transit
17 system that has annual operating expenses in excess of \$80,000,000. Beginning with
18 aid payable for calendar year 2005 and for each calendar year thereafter, from the

1 appropriation under s. 20.395 (1) (ht), the department shall pay \$60,921,700 to the
2 eligible applicant that pays the local contribution required under par. (b) 1. for an
3 urban mass transit system that has annual operating expenses in excess of
4 \$80,000,000. If the eligible applicant that receives aid under this subd. 6. cm. is
5 served by more than one urban mass transit system, the eligible applicant may
6 allocate the aid between the urban mass transit systems in any manner the eligible
7 applicant considers desirable.

8 **SECTION 2.** 85.20 (4m) (a) 6. d. of the statutes is amended to read:

9 85.20 (4m) (a) 6. d. ^{plain} ~~For aid payable for calendar years 2000 and 2001, from the~~
10 ~~appropriation under s. 20.395 (1) (hu), the department shall pay \$14,297,600 to the~~
11 ~~eligible applicant that pays the local contribution required under par. (b) 1. for an~~
12 ~~urban mass transit system that has annual operating expenses in excess of~~
13 ~~\$20,000,000 but less than \$80,000,000.~~ For aid payable for calendar year 2002, from
14 the appropriation under s. 20.395 (1) (hu), the department shall pay \$14,869,500 to
15 the eligible applicant that pays the local contribution required under par. (b) 1. for
16 an urban mass transit system that has annual operating expenses in excess of
17 \$20,000,000 but less than \$80,000,000. ~~Beginning with~~ For aid payable for calendar
18 year 2003 ~~and for each calendar year thereafter,~~ from the appropriation under s.
19 20.395 (1) (hu), the department shall pay \$15,166,900 to the eligible applicant that
20 pays the local contribution required under par. (b) 1. for an urban mass transit
21 system that has annual operating expenses in excess of \$20,000,000 but less than
22 \$80,000,000. For aid payable for calendar year 2004, from the appropriation under
23 s. 20.395 (1) (hu), the department shall pay \$16,543,200 to the eligible applicant that
24 pays the local contribution required under par. (b) 1. for an urban mass transit
25 system that has annual operating expenses in excess of \$20,000,000 but less than

1 \$80,000,000. Beginning with aid payable for calendar year 2005 and for each
2 calendar year thereafter, from the appropriation under s. 20.395 (1) (hu), the
3 department shall pay \$16,393,600 to the eligible applicant that pays the local
4 contribution required under par. (b) 1. for an urban mass transit system that has
5 annual operating expenses in excess of \$20,000,000 but less than \$80,000,000. If the
6 eligible applicant that receives aid under this subd. 6. d. is served by more than one
7 urban mass transit system, the eligible applicant may allocate the aid between the
8 urban mass transit systems in any manner the eligible applicant considers desirable.

9 **SECTION 3.** 85.20 (4m) (a) 7. a. of the statutes is amended to read:

10 85.20 (4m) (a) 7. a. ~~From the appropriation under s. 20.395 (1) (hr), for aid~~
11 ~~payable for calendar year 2001, the uniform percentage for each eligible applicant~~
12 ~~served by an urban mass transit system operating within an urbanized area having~~
13 ~~a population as shown in the 1990 federal decennial census of at least 50,000 or~~
14 ~~receiving federal mass transit aid for such area, and not specified in subd. 6. From~~
15 ~~the appropriation under s. 20.395 (1) (hr), beginning with aid payable for calendar~~
16 ~~year 2002 and for each calendar year thereafter, the uniform percentage for each~~
17 ~~eligible applicant served by an urban mass transit system operating within an~~
18 ~~urbanized area having a population as shown in the 2000 federal decennial census~~
19 ~~of at least 50,000 or receiving federal mass transit aid for such area, and not specified~~
20 ~~in subd. 6.~~

21 **SECTION 4.** 85.20 (4m) (a) 7. b. of the statutes is amended to read:

22 85.20 (4m) (a) 7. b. For the purpose of making allocations under subd. 7. a., the
23 amounts for aids are ~~\$19,804,200 in calendar years 2000 and 2001, \$20,596,400 in~~
24 ~~calendar year 2002,~~ ^{plain} ~~and \$21,008,300~~ \$23,987,900 in calendar year 2003, \$24,346,100
25 in calendar year 2004, and \$25,515,700 in calendar year 2005 and in each calendar

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

3 SECTION 5. 85.20 (4m) (a) 8. a. [✓] of the statutes is amended to read:

4 85.20 (4m) (a) 8. a. ~~From the appropriation under s. 20.395 (1) (hs), for aid~~
5 ~~payable for calendar year 2001, the uniform percentage for each eligible applicant~~
6 ~~served by an urban mass transit system operating within an area having a~~
7 ~~population as shown in the 1990 federal decennial census of less than 50,000 or~~
8 ~~receiving federal mass transit aid for such area.~~ From the appropriation under s.
9 20.395 (1) (hs), beginning with aid payable for calendar year 2002 and for each
10 calendar year thereafter, the uniform percentage for each eligible applicant served
11 by an urban mass transit system operating within an area having a population as
12 shown in the 2000 federal decennial census of less than 50,000 or receiving federal
13 mass transit aid for such area.

14 SECTION 6. 85.20 (4m) (a) 8. b. [✓] of the statutes is amended to read:

15 85.20 (4m) (a) 8. b. For the purpose of making allocations under subd. 8. a., the
16 amounts for aids are ~~\$5,349,100 in calendar years 2000 and 2001, \$5,563,100 in~~
17 ~~calendar year 2002, and \$5,674,400~~ \$7,031,700[✓] in calendar year 2003, \$7,552,100 in
18 calendar year 2004, and \$8,704,300[✓] in calendar year 2005 and in each calendar year
19 thereafter. These amounts, to the extent practicable, shall be used to determine the
20 uniform percentage in the particular calendar year.

21 (END)

D. Note

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-1198/1dn

ARG:.....

JLD

date

ATTN: Benjamin Vail

To maintain consistency with LRB-1196/1 (general transportation aids), and based on the response to my e-mail of December 19 regarding that draft, the attached draft retains statutory references to calendar year 2002 aid amounts.

Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

**DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU**

LRB-1198/1dn
ARG:jld:rs

December 30, 2002

ATTN: Benjamin Vail

To maintain consistency with LRB-1196/1 (general transportation aids), and based on the response to my e-mail of December 19 regarding that draft, the attached draft retains statutory references to calendar year 2002 aid amounts.

Aaron R. Gary
Legislative Attorney
Phone: (608) 261-6926
E-mail: aaron.gary@legis.state.wi.us

Gary, Aaron

From: Grinde, Kirsten
Sent: Friday, January 31, 2003 5:53 PM
To: Gary, Aaron
Subject: FW: LRB 1198/1

Aaron -- Please see DOT's updated numbers for transit aids below. Please make the changes. Let me know if you have any questions. Thanks, Kirsten

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

From: Donlin, James
Sent: Friday, January 31, 2003 3:50 PM
To: Grinde, Kirsten; Vail, Benjamin
Cc: Morehouse, Alice; Riopelle, Patrick
Subject: Budget Statutory Language Drafts

I have reviewed drafts for commuter rail (LRB-1189/1), GTA (LRB-1196/1), and transit aids (LRB-1198/1). The GTA draft (LRB-1196/1) if correct. The draft for transit requires the following corrections:

Transit Aids (LRB-1198/1)

- Section 1, page 2, line 15 - the amount \$61,432,300 should be \$58,192,000
- Section 1, page 3, line 1 - the amount \$60,921,700 should be \$59,572,900
- Section 2, page 3, line 23 - the amount \$16,543,200 should be \$15,536,600
- Section 2, page 4, line 3 - the amount \$16,393,600 should be \$15,908,200
- Section 4, page 4, line 24 - the amount \$23,987,900 should be \$21,008,300
- Section 4, page 4, line 24 - the amount \$24,346,100 should be \$21,555,300
- Section 4, page 4, line 25 - the amount \$25,515,700 should be \$22,133,700
- Section 6, page 5, line 17 - the amount \$7,031,700 should be \$5,674,400
- Section 6, page 5, line 17 - the amount \$7,552,100 should be \$5,844,100
- Section 6, page 5, line 18 - the amount \$8,704,300 should be \$6,041,400.

cmh RMR

DOA:.....Vail - BB0283, Transit aid increases

FOR 2003-05 BUDGET - NOT READY FOR INTRODUCTION

don't get cut

1 AN ACT ...; relating to: the budget.

Analysis by the Legislative Reference Bureau

TRANSPORTATION

TRANSPORTATION AIDS

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 four classes of mass transit systems and the total amount of state aid payments to each class of mass transit system is limited to a specified amount in each calendar year.

This bill increases the total amount of state aid payments to each class of mass transit system, as follows:

1. For a mass transit system having annual operating expenses in excess of \$80,000,000, from a current limit of \$56,811,800 in calendar year 2003 to \$61,432,300 in calendar year 2004 and \$60,921,700 in calendar year 2005 and thereafter.

\$58,192,000

\$59,572,900

2. For a mass transit system having annual operating expenses of at least \$20,000,000 but less than \$80,000,000, from a current limit of \$15,166,900 in calendar year 2003 to \$16,343,200 in calendar year 2004 and \$16,302,600 in calendar year 2005 and thereafter.

\$15,536,600

\$15,908,200

3. For mass transit systems serving urban areas having a population of at least 50,000 but having annual operating expenses of less than \$20,000,000, from a current limit of \$21,008,300 in calendar year 2003 to \$23,087,000 in calendar year 2004 and thereafter.

>

\$21,008,300

2003, ~~\$24,266,100~~ ^{# 21,555,300} in calendar year 2004, and ~~\$25,505,700~~ ^{# 22,133,700} in calendar year 2005 and thereafter.

4. For mass transit systems serving urban areas having a population of less than 50,000, ~~from a current limit of \$5,674,400 in calendar year 2003 to~~ ^{# 5,674,400} ~~\$7,021,700~~ ^{# 7,021,700} in calendar year 2003, ~~\$7,552,100~~ ^{# 844,100} in calendar year 2004, and ~~\$8,704,200~~ ^{# 6,041,400} in calendar year 2005 and thereafter.

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:

SECTION 1. 85.20 (4m) (a) 6. cm. of the statutes is amended to read:

85.20 (4m) (a) 6. cm. For aid payable for calendar years 2000 and 2001, from the appropriation under s. 20.395 (1) (ht), the department shall pay \$53,555,600 to the eligible applicant that pays the local contribution required under par. (b) 1. for an urban mass transit system that has annual operating expenses in excess of \$80,000,000. For aid payable for calendar year 2002, from the appropriation under s. 20.395 (1) (ht), the department shall pay \$55,697,800 to the eligible applicant that pays the local contribution required under par. (b) 1. for an urban mass transit system that has annual operating expenses in excess of \$80,000,000. Beginning with For aid payable for calendar year 2003 and for each calendar year thereafter, from the appropriation under s. 20.395 (1) (ht), the department shall pay \$56,811,800 to the eligible applicant that pays the local contribution required under par. (b) 1. for an urban mass transit system that has annual operating expenses in excess of \$80,000,000. For aid payable for calendar year 2004, from the appropriation under s. 20.395 (1) (ht), the department shall pay ~~\$61,432,800~~ ^{# 58,192,000} to the eligible applicant that pays the local contribution required under par. (b) 1. for an urban mass transit system that has annual operating expenses in excess of \$80,000,000. Beginning with aid payable for calendar year 2005 and for each calendar year thereafter, from the

1 appropriation under s. 20.395 (1) (ht), the department shall pay ~~\$80,000,000~~ ^{\$59,572,900} to the
2 eligible applicant that pays the local contribution required under par. (b) 1. for an
3 urban mass transit system that has annual operating expenses in excess of
4 \$80,000,000. If the eligible applicant that receives aid under this subd. 6. cm. is
5 served by more than one urban mass transit system, the eligible applicant may
6 allocate the aid between the urban mass transit systems in any manner the eligible
7 applicant considers desirable.

8 **SECTION 2.** 85.20 (4m) (a) 6. d. of the statutes is amended to read:

9 85.20 (4m) (a) 6. d. ~~For aid payable for calendar years 2000 and 2001, from the~~
10 ~~appropriation under s. 20.395 (1) (hu), the department shall pay \$14,297,600 to the~~
11 ~~eligible applicant that pays the local contribution required under par. (b) 1. for an~~
12 ~~urban mass transit system that has annual operating expenses in excess of~~
13 ~~\$20,000,000 but less than \$80,000,000.~~ For aid payable for calendar year 2002, from
14 the appropriation under s. 20.395 (1) (hu), the department shall pay \$14,869,500 to
15 the eligible applicant that pays the local contribution required under par. (b) 1. for
16 an urban mass transit system that has annual operating expenses in excess of
17 \$20,000,000 but less than \$80,000,000. ~~Beginning with~~ For aid payable for calendar
18 year 2003 and for each calendar year thereafter, from the appropriation under s.
19 20.395 (1) (hu), the department shall pay \$15,166,900 to the eligible applicant that
20 pays the local contribution required under par. (b) 1. for an urban mass transit
21 system that has annual operating expenses in excess of \$20,000,000 but less than
22 \$80,000,000. For aid payable for calendar year 2004, from the appropriation under
23 s. 20.395 (1) (hu), the department shall pay ~~\$16,648,200~~ ^{\$15,536,600} to the eligible applicant that
24 pays the local contribution required under par. (b) 1. for an urban mass transit
25 system that has annual operating expenses in excess of \$20,000,000 but less than

1 \$80,000,000. Beginning with aid payable for calendar year 2005 and for each
 2 calendar year thereafter, from the appropriation under s. 20.395 (1) (hu), the
 3 department shall pay ^{\$15,908,200} ~~\$21,333,600~~ to the eligible applicant that pays the local
 4 contribution required under par. (b) 1. for an urban mass transit system that has
 5 annual operating expenses in excess of \$20,000,000 but less than \$80,000,000. If the
 6 eligible applicant that receives aid under this subd. 6. d. is served by more than one
 7 urban mass transit system, the eligible applicant may allocate the aid between the
 8 urban mass transit systems in any manner the eligible applicant considers desirable.

9 **SECTION 3.** 85.20 (4m) (a) 7. a. of the statutes is amended to read:

10 85.20 (4m) (a) 7. a. ~~From the appropriation under s. 20.395 (1) (hr), for aid~~
 11 ~~payable for calendar year 2001, the uniform percentage for each eligible applicant~~
 12 ~~served by an urban mass transit system operating within an urbanized area having~~
 13 ~~a population as shown in the 1990 federal decennial census of at least 50,000 or~~
 14 ~~receiving federal mass transit aid for such area, and not specified in subd. 6. From~~
 15 ~~the appropriation under s. 20.395 (1) (hr), beginning with aid payable for calendar~~
 16 ~~year 2002 and for each calendar year thereafter, the uniform percentage for each~~
 17 ~~eligible applicant served by an urban mass transit system operating within an~~
 18 ~~urbanized area having a population as shown in the 2000 federal decennial census~~
 19 ~~of at least 50,000 or receiving federal mass transit aid for such area, and not specified~~
 20 ~~in subd. 6.~~

21 **SECTION 4.** 85.20 (4m) (a) 7. b. of the statutes is amended to read:

22 85.20 (4m) (a) 7. b. For the purpose of making allocations under subd. 7. a., the
 23 amounts for aids are \$19,804,200 in calendar years 2000 and 2001, \$20,596,400 in
 24 calendar year 2002, and \$21,008,300 ^{\$21,008,300} ~~\$23,987,900~~ in calendar year 2003, ~~\$24,346,700~~ ^{\$21,555,300}
 25 in calendar year 2004, and ~~\$25,515,700~~ in calendar year 2005 and in each calendar

\$ 22,133,700

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

3 SECTION 5. 85.20 (4m) (a) 8. a. of the statutes is amended to read:

4 85.20 (4m) (a) 8. a. ~~From the appropriation under s. 20.395 (1) (hs), for aid~~
5 ~~payable for calendar year 2001, the uniform percentage for each eligible applicant~~
6 ~~served by an urban mass transit system operating within an area having a~~
7 ~~population as shown in the 1990 federal decennial census of less than 50,000 or~~
8 ~~receiving federal mass transit aid for such area.~~ From the appropriation under s.
9 20.395 (1) (hs), beginning with aid payable for calendar year 2002 and for each
10 calendar year thereafter, the uniform percentage for each eligible applicant served
11 by an urban mass transit system operating within an area having a population as
12 shown in the 2000 federal decennial census of less than 50,000 or receiving federal
13 mass transit aid for such area.

14 SECTION 6. 85.20 (4m) (a) 8. b. of the statutes is amended to read:

15 85.20 (4m) (a) 8. b. For the purpose of making allocations under subd. 8. a., the
16 amounts for aids are \$5,349,100 in calendar years 2000 and 2001, \$5,563,100 in
17 calendar year 2002, and \$5,674,400 ^{\$5,674,400} ~~\$5,631,700~~ in calendar year 2003, ~~\$5,552,100~~
18 calendar year 2004, and \$8,704,300 in calendar year 2005 and in each calendar year
19 thereafter. These amounts, to the extent practicable, shall be used to determine the
20 uniform percentage in the particular calendar year.

21 (END)

\$ 6,041,400

\$ 5,844,100



State of Wisconsin
2003 - 2004 LEGISLATURE

LRB-1198/2
ARG:jld&cmh:ch

DOA:.....Vail – BB0283, Transit aid increases

FOR 2003-05 BUDGET — NOT READY FOR INTRODUCTION

1 AN ACT ...; relating to: the budget.

Analysis by the Legislative Reference Bureau

TRANSPORTATION

TRANSPORTATION AIDS

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 four classes of mass transit systems and the total amount of state aid payments to each class of mass transit system is limited to a specified amount in each calendar year.

This bill increases the total amount of state aid payments to each class of mass transit system, as follows:

1. For a mass transit system having annual operating expenses in excess of \$80,000,000, from a current limit of \$56,811,800 in calendar year 2003 to \$58,192,000 in calendar year 2004 and \$59,572,900 in calendar year 2005 and thereafter.

2. For a mass transit system having annual operating expenses of at least \$20,000,000 but less than \$80,000,000, from a current limit of \$15,166,900 in calendar year 2003 to \$15,536,600 in calendar year 2004 and \$15,908,200 in calendar year 2005 and thereafter.

3. For mass transit systems serving urban areas having a population of at least 50,000 but having annual operating expenses of less than \$20,000,000, from a current limit of \$21,008,300 in calendar year 2003 to \$21,008,300 in calendar year

2003, \$21,555,300 in calendar year 2004, and \$22,133,700 in calendar year 2005 and thereafter.

4. For mass transit systems serving urban areas having a population of less than 50,000, from a current limit of \$5,674,400 in calendar year 2003 to \$5,674,400 in calendar year 2003, \$5,844,100 in calendar year 2004, and \$6,041,400 in calendar year 2005 and thereafter.

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:

1 SECTION 1. 85.20 (4m) (a) 6. cm. of the statutes is amended to read:

2 85.20 (4m) (a) 6. cm. ~~For aid payable for calendar years 2000 and 2001, from~~
3 ~~the appropriation under s. 20.395 (1) (ht), the department shall pay \$53,555,600 to~~
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5 ~~an urban mass transit system that has annual operating expenses in excess of~~
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17 system that has annual operating expenses in excess of \$80,000,000. Beginning with
18 aid payable for calendar year 2005 and for each calendar year thereafter, from the

1 appropriation under s. 20.395 (1) (ht), the department shall pay \$59,572,900 to the
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18 calendar year 2004, and \$6,041,400 in calendar year 2005 and in each calendar year
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20 uniform percentage in the particular calendar year.

21 (END)