

2003 DRAFTING REQUEST

Senate Amendment (SA-SB44)

Received: **05/19/2003**

Received By: **phurley**

Wanted: **As time permits**

Identical to LRB:

For: **Legislative Fiscal Bureau**

By/Representing: **Dyck**

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

Drafter: **phurley**

May Contact:

Addl. Drafters:

Subject: **Transportation - highways**

Extra Copies:

Submit via email: **YES**

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Carbon copy (CC:) to: **aaron.gary@legis.state.wi.us** ✓
tim.fast@legis.state.wi.us ✓

Pre Topic:

LFB:.....Dyck -

Topic:

Traffic signals in Rock County

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>
/1	phurley 05/20/2003	kfollett 05/20/2003	chaskett 05/21/2003	_____	mbarman 05/21/2003		

FE Sent For:

<END>

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/1	phurley	1.1 kjf 5/20	1 cop 5/20	SELF 5/20			

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<END>

increases, although the revenue associated with them was based upon a January 1, 2004, effective date.)

RC 22. *Commuter Rail Transit System Development Grant Program.* Adopt Alternatives #2 and #3 of LFB Issue Paper #746, which would: (a) modify the Governor's recommendation for the program by providing the \$400,000 SEG in 2003-04 (instead of 2004-05) and converting the appropriation to a biennial appropriation; and (b) delete the acquisition of property and equipment and the construction of commuter rail capital projects as eligible costs under the program (grant funding would be limited to preliminary engineering).

RC 23. *Outdoor Advertising Signs on Designated Scenic Byways.* Adopt Alternative #3 of LFB Issue Paper #763, which would delete the provision in the bill that would make changes to outdoor advertising control provisions as they relate to the erection of signs along designated scenic byways.

RC 24. *Traffic Signals in Rock County.* Require DOT to install traffic control signals at the intersection of Inman Parkway and USH 51 in the Town of Beloit in Rock County by June 30, 2004.

Note:

This motion makes numerous changes to transportation provisions of the bill. The proposed changes, in general terms, do the following:

- Replace transportation revenue bonds that the bill would provide for the state highway rehabilitation program (\$147,708,000 in 2003-04 and \$128,135,700 in 2004-05) and the above-base portion of the bonding provided for the major highway development program (\$43,156,300 in 2003-04 and \$28,082,100 in 2004-05), with general fund-supported, general obligation bonds. The motion would also provide an additional \$30,000,000 in general fund-supported, general obligation bonds for the major highway development program, an amount equal to the transfer of funds from transportation fund to the general fund in the bill, plus transportation revenue bonds of \$6,028,300 in 2003-04 and \$6,665,300 in 2004-05. The motion would begin the transfer of 20% of the sales tax on new vehicles to the transportation fund in 2005-06 (estimated at \$48.2 million) and would require the Department to submit proposed statutory language to convert the GPR debt service on the bonds to the transportation fund, beginning in 2005-06 (estimated at \$44.5 million on an annual basis, once the bonds have been issued).
- Restore base-level funding for projects and the LTE and consultant funding in the state highway rehabilitation and major highway development programs and for the SEG- and FED-funded portion of the southeast Wisconsin freeway rehabilitation program. In addition, the motion would require the Department to allocate at least \$49,350,000 on an annual basis for freeway projects in southeast Wisconsin other than the Marquette Interchange from the southeast Wisconsin freeway rehabilitation appropriations. The motion would also allow \$100,000,000 in currently-

authorized, transportation fund-supported, general obligation bonding to be used on the Marquette Interchange project. This bonding was part of a \$140,000,000 authorization provided by 2001 Act 109 to compensate for unexpected reductions in federal highway aid. Under the motion, any bonding used for the Marquette Interchange project would have to be structured such that no debt service would be paid beyond 2008-09. The motion would also reduce the \$140,000,000 authorization to \$100,000,000. The allocation of funding for non-Marquette Interchange projects, in combination with the restoration of project funding in the southeast Wisconsin freeway rehabilitation appropriation and the provision of \$100,000,000 in currently-authorized bonding would provide a total \$241,888,800 for the Marquette Interchange project in the biennium.

- Require DOT to prepare a state highway program cost review report and submit it to the Joint Committee on Finance.

- Reduce funding for the maintenance and traffic operations program to eliminate the increase provided in the bill and to eliminate \$7,400,000 from the base for traffic control items, such as signals, lights, and pavement markings.

- Reduce funding for the local transportation aid and mass transit assistance programs to freeze the distribution levels for those programs at the 2003 levels in 2004 and 2005. Funds would be moved from Tier C to Tier B to reflect the move of three transit systems between those tiers. Funding would also be reduced for the local roads improvement program to provide the same level of funding in both years of the biennium that was actually provided in 2002-03.

- Delete funding for the following three transportation programs: (a) the surface transportation discretionary grant program; (b) the multimodal transportation studies program; and (c) the use of DOT FED funds for comprehensive planning grants. In addition, the transportation fund appropriation for paying a portion of the cost of DNR's car-killed deer program would be converted to GPR.

- Increase the 2004-05 base level, used to prepare the 2005-07 budget, for the major highway development program by \$50 million and enumerate four additional major highway development projects.

- Increase the 2004-05 base level of SEG funds, used to prepare the 2005-07 budget, for the highway program to replace above-base bond funds used in 2004-05.

- Require the Department to sell enough surplus property annually to generate \$4,000,000 in sales, which is an increase of \$2,000,000 annually over the level assumed under the transportation fund revenue estimates upon which the bill was based.

- Require DOT to lapse, from its administrative appropriations, \$175,000 SEG annually.

- Establish an October 1, 2003, effective date for the \$10 automobile registration and vehicle title fee increases under the bill.



State of Wisconsin
2003 - 2004 LEGISLATURE

LRBb0229/1

PJH: [Signature]

*LPS: fix request sheet pls
s*

LFB:.....Dyck - Traffic signal in Rock County

FOR 2003-05 BUDGET — NOT READY FOR INTRODUCTION
SENATE AMENDMENT ,
TO 2003 SENATE BILL 44

*change to text: *NS:sub*

1 At the locations indicated, amend the bill as follows:

leave as is (15)

- 2 1. Page 1096, line 17: after that line insert: ~~(15)~~ TRAFFIC CONTROL SIGNALS IN
- 3 THE ~~TOWN~~ OF BELOIT. Not later than June 30, 2004, the department of transportation
- 4 shall install traffic control signals at the intersection of Inman Parkway and USH
- 5 51 in the ~~Town~~ of Beloit in Rock County.”.

6 (END)

