

2003 DRAFTING REQUEST

Senate Amendment (SA-SB44)

Received: **05/19/2003**

Received By: **agary**

Wanted: **Soon**

Identical to LRB:

For: **Legislative Fiscal Bureau**

By/Representing: **Dyck**

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

Drafter: **agary**

May Contact:

Addl. Drafters:

Subject: **Transportation - highways**

Extra Copies: **TNF, PJH**

Submit via email: **YES**

Requester's email:

Carbon copy (CC:) to:

Pre Topic:

LFB:.....Dyck, Mot 457, #23 -

Topic:

Outdoor advertising signs on designated scenic byways

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>
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/1	agary 05/19/2003	jdyer 05/19/2003	jfrantze 05/20/2003	_____	sbasford 05/20/2003		

FE Sent For:

<END>

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1?	agary	1 5/19 jld	20/20	Self 5/20			

FE Sent For:

<END>

Senator Darling
Representative Kaufert
Senator Welch
Representative Stone

TRANSPORTATION

Transportation Program Provisions

Motion:

Move to adopt the following changes to transportation provisions of the bill:

AG
1. *Reduce Transportation Revenue Bonding Provided for the Highway Program.* Delete a total of \$184,836,000 SEG-S in 2003-04 and \$235,052,500 SEG-S in 2004-05 in revenue bond budget authority, which is the sum of the following: (a) reductions of \$147,708,000 SEG-S in 2003-04 and \$128,135,700 SEG-S in 2004-05 for state highway rehabilitation to eliminate transportation revenue bonding provided for the program in the bill; (b) reductions of \$37,128,000 SEG-S in 2003-04 and \$21,416,800 SEG-S in 2004-05 for major highway development to partially eliminate above-base increases in bonding for the program, leaving increases of \$6,028,300 SEG-S in 2003-04 and \$6,665,300 SEG-S in 2004-05; and (c) a reduction of \$85,500,000 SEG-S in 2004-05 for the Marquette Interchange reconstruction project. Reduce the amount of revenue bonding authority by \$820,819,100, to delete bonding authorization provided by the bill for state highway rehabilitation, the Marquette Interchange reconstruction project (including \$394,719,000 that was authorized for use in the 2005-07 biennium), part of the above-base increase in the major highway development program, and amounts provided for the cost of issuance of these bonds. Increase estimated transportation fund revenue by \$7,884,200 in 2003-04 and \$32,961,700 in 2004-05 to reflect a reduction in revenue bond debt service on these bonds.

PJK
2. *Pledge of Revenues for the Payment of Revenue Bond Debt Service.* Adopt Alternative #1 of LFB Issue Paper #739, which would make technical modifications to the provision in the bill that would expand the types of revenue that are pledged for the payment of debt service on transportation revenue bonds to include all vehicle registration-related and vehicle title transfer fees.

AG
3. *Provide General Fund-Supported, General Obligation Bonds.* Authorize a total of \$377,082,100 in general obligation bonds, as follows: (a) \$275,843,700 for state highway rehabilitation to replace the transportation revenue bonds provided by the bill with equal amounts of general obligation bonds; and (b) \$101,238,400 for major highway development to replace the above-base increases in transportation revenue bonds provided by the bill with equal amounts of general obligation bonds, plus an additional \$30,000,000, an amount equal to the biennial transfer in the bill from the transportation fund to the general fund. Modify the current GPR

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

AG
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).

BOZ36
AG
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.

PJH
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-

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D - Note

LFB:.....Dyck, Mot 457, #23 - Outdoor advertising signs on designated scenic byways

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

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

2 1. Page 736, line 10: delete lines 10 to 25. ✓

3 2. Page 737, line 1: delete lines 1 to 24. ✓

4 3. Page 738, line 1: delete lines 1 and 2. ✓

5 (END)

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

LRBb0236/1dn

ARG:.....

JLD

ATTN: Jon Dyck

LRB WS-0863/2.
The attached draft deletes the scenic byway provisions of SB-44 (underlying draft

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

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May 20, 2003

ATTN: Jon Dyck

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State of Wisconsin
2003 - 2004 LEGISLATURE

LRBb0236/1
ARG:jld:jf

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