

2003 DRAFTING REQUEST

Senate Amendment (SA-SSA1-SB44)

Received: **06/16/2003**

Received By: **agary**

Wanted: **Soon**

Identical to LRB:

For: **Roger Breske (608) 266-2509**

By/Representing: **Beth Piliouras (aide)**

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: **Sen.Breske@legis.state.wi.us**

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Increase funding for LRIP

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	agary 06/16/2003	kgilfoy 06/16/2003	rschluet 06/17/2003	_____	sbasford 06/17/2003	sbasford 06/17/2003	

FE Sent For:

<END>

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/1	agary	1-6/16 King					
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FE Sent For:

6.17.03
<END>

Gary, Aaron

From: Piliouras, Elizabeth
Sent: Monday, June 16, 2003 4:15 PM
To: Gary, Aaron
Subject: Budget Drafting Request - LRIP

Aaron:
Senator Breske would like to request a budget amendment drafted that amend the JFC recommendation to restore the 2.5% inflationary increase for LRIP

Page 622 of the LRB Summary

Thanks!
Beth

Beth Piliouras
Senator Roger Breske

STATE OF WISCONSIN - LEGISLATIVE REFERENCE BUREAU - LEGAL SECTION
(608-266-3561)

FY04

FY05

20.395 (2) (fr)

gov.

24,543,900

25,157,500

TFC

22,669,800

22,669,800

1,874,100

2,487,700

Include the initial construction or expansion of a commuter rail transit system under the current law definition for major transit capital improvement projects if the project has a total cost in excess of \$5 million. Under current law, such major projects may not be funded with transportation fund revenues unless the project is enumerated in a statutory list.

Joint Finance: Specify that the \$400,000 would be provided in 2003-04 in a biennial appropriation rather than in 2004-05 in an annual appropriation. (The funding would not become base level funding for the 2005-07 biennium.) Delete the acquisition of property and equipment and the construction of commuter rail capital projects as eligible costs that could be funded from the grant program. (Grant funding would be limited to preliminary engineering of commuter rail development projects.) Specify that commuter rail does not include rail passenger service provided by a light rail transit system and that no commuter rail development grant could be awarded for any project related to the planning, initial construction, or expansion of a light rail transit system.

Local Transportation Projects

1. LOCAL ROADS IMPROVEMENT PROGRAM [LFB Paper 755]

	Governor (Chg. to Base)	Jt. Finance (Chg. to Gov)	Net Change
SEG	\$1,810,800	-\$4,361,800	-\$2,551,000
SEG-L	<u>1,810,800</u>	<u>-4,361,800</u>	<u>-2,551,000</u>
Total	\$3,621,600	-\$8,723,600	-\$5,102,000

Governor: Provide \$598,600 SEG and \$598,600 SEG-L in 2003-04 and \$1,212,200 SEG and \$1,212,200 SEG-L in 2004-05 for the local roads improvement program. The requested funding would provide increases of 2.5% annually for the program. The increases would go to the basic component of the program, rather than any of the discretionary components. Total SEG funding for the program would be \$24,543,900 in 2003-04 and \$25,157,500 in 2004-05.

Joint Finance: Reduce funding by \$1,874,100 SEG and \$1,874,100 SEG-L in 2003-04 and \$2,487,700 SEG and \$2,487,700 SEG-L in 2004-05. This reduction would eliminate the increase provided for the program by the Governor's bill and reduce funding by an additional \$1,275,500 annually. The 2001-03 biennial budget act required the Department to deduct a total of \$2,500,000 from the local roads improvement program SEG appropriation for making a grant to the City of Milwaukee for the West Canal Street reconstruction project. If this deduction is taken proportionately from both years of the 2001-03 biennium, then the deduction in 2002-03 would reduce the amount available for distribution under the regular program by \$1,275,500 in that year. The Joint Committee on Finance's substitute amendment, therefore, reduces the

amount of funding provided to the level that was available for distribution in the base year, following the deduction for the West Canal Street project.

Raise the project cost threshold below which DOT cannot require that the design and construction of the local road improvement be certified by a registered professional engineer from \$50,000 to \$65,000.

2. CHICAGO-MILWAUKEE PASSENGER RAIL SERVICE

SEG	\$568,000
FED	2,272,000
Total	\$2,840,000

Governor/Joint Finance: Provide \$220,000 SEG and \$880,000 FED

in 2003-04 and \$348,000 SEG and \$1,392,000 FED in 2004-05 in the rail passenger service appropriations to support higher costs associated with a new contract with Amtrak for the provision of the Hiawatha train route between Chicago and Milwaukee. The new, three-year contract is expected to continue the previous arrangement whereby Wisconsin pays 75%, and Illinois 25%, of the portion of the cost that Amtrak assigns to the two states. Under the new contract, however, the states would pay a larger share of the total cost than is currently the case, and Amtrak would pay less. Under the existing contract, which expires in 2003, Wisconsin's share of the cost is \$3,975,800. Although negotiations on the new contract are not complete, at the time the bill was introduced it was expected that this share would increase to \$5,075,800 in 2003-04 and \$5,715,800 in 2004-05. The Department indicates that, beginning in 2004, trains are expected to make stops at a new station at General Mitchell International Airport.

3. ELIMINATION OF THE OFFICE OF THE COMMISSIONER OF RAILROADS

	Governor (Chg. to Base)		Jt. Finance (Chg. to Gov)		Net Change	
	Funding	Positions	Funding	Positions	Funding	Positions
PR	\$1,177,600	4.00	-\$1,177,600	-4.00	\$0	0.00

Governor: Eliminate the Office of the Commissioner of Railroads (OCR) on the effective date of the bill and transfer certain functions of OCR to other agencies, including DOT. In addition, transfer, from OCR to DOT, 4.0 positions and the incumbent employees. Increase funding for DOT by \$588,800 each year to pay for these provisions.

Transfer Railroad Regulatory Functions to DOT: Provide that DOT shall be responsible for railroad regulatory matters with respect to the following general statutory provisions: Chapter 191 (railroad construction activity); Chapter 192 (railroad regulations and liabilities); Chapter 195 (railroad regulation); and other statutory provisions relating to harbor railroads (Chapter 30), railroad grade crossing improvements (Chapters 84 and 86), authority of turnpike corporations to relocate railroads (Chapter 182), the allocation of costs of railroad industrial spur tracks (Chapter 190), sole, rather than joint, involvement in certain determinations related to discharge into nonfederal wetlands (Chapter 281), and snowmobile rail crossings (Chapter

Soon

King

**SENATE AMENDMENT ,
TO SENATE SUBSTITUTE AMENDMENT 1,
TO 2003 SENATE BILL 44**

D-note

1 At the locations indicated, amend the substitute amendment as follows:

- 2 ✓ 1. Page 173, line 15: increase the dollar amount for fiscal year 2003-04 by
3 \$1,874,100 and increase the dollar amount for fiscal year 2004-05 by \$2,487,700 to
4 increase funding for the local roads improvement program.

5 (END)

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

LRBb0514/1dn

ARG:.....

kmj

ATTN: Beth Piliouras

The attached amendment restores the governor's funding level for SEG funding of the Local Roads Improvement Program (LRIP) under s. 20.395 (2) (fr). You may wish to confirm with the Fiscal Bureau (Jon Dyck) that this draft accomplishes your funding objective.

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**

LRBb0514/1dn
ARG:kmg:rs

June 17, 2003

ATTN: Beth Piliouras

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