

State of Wisconsin


LEGISLATIVE REFERENCE BUREAU

RESEARCH APPENDIX - **PLEASE DO NOT REMOVE FROM DRAFTING FILE**

Date Transfer Requested: 10/15/2008 (Per: CMH)





 Appendix A ... Part 01 of 09

 The 2007 drafting file for LRB-3299

has been copied/added to the drafting file for

2007 LRB-3304 (Oc7 SB 1)

 The attached 2007 draft was incorporated into the new 2007 draft listed above. For research purposes, this cover sheet and the attached drafting file were copied, and added, as a appendix, to the new 2007 drafting file. If introduced this section will be scanned and added, as a separate appendix, to the electronic drafting file folder.

 This cover sheet was added to rear of the original 2007 drafting file. The drafting file was then returned, intact, to its folder and filed.

2007 DRAFTING REQUEST

Bill

Received: 10/11/2007

Received By: agary

Wanted: As time permits

Identical to LRB:

For: Russell Decker (608) 266-2502

By/Representing:

This file may be shown to any legislator: NO

Drafter: agary

May Contact:

Addl. Drafters:

Subject: Transportation - miscellaneous

Extra Copies: BAB, JK

Submit via email: YES

Requester's email: Sen.Decker@legis.wisconsin.gov

Carbon copy (CC:) to: aaron.gary@legis.wisconsin.gov
Jon.Dyck@legis.wisconsin.gov
Fred.Ammerman@legis.wisconsin.gov
Patrick.Walsh@legis.wisconsin.gov

Pre Topic:

No specific pre topic given

Topic:

Transportation budget

for Senate
per RAC
Rush

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>
/P1	chanaman 10/12/2007	csicilia 10/12/2007	jfrantze 10/12/2007	_____	_____	_____	S&L
/1	_____	_____	_____	_____	mbarman 10/14/2007	mbarman 10/15/2007	S&L

FE Sent For:

<END>

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/P1	chanaman 10/12/2007	csicilia 10/12/2007	jfrantze 10/12/2007	_____			S&L
/1				_____	mbarman 10/14/2007		S&L

FE Sent For:

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/P1	chanaman 10/12/2007	csicilia 10/12/2007	jfrantze 10/12/2007	10/14	lrb_pa		S&L

FE Sent For:

Handwritten notes: / 1 cjs 10/14 for ps
 10/14 ps / cat
 <END>

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No specific pre topic given

Topic:

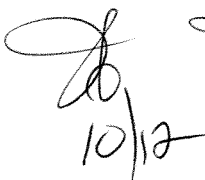

Transportation budget

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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/P1	chanaman						
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10/12

FE Sent For:

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STATE OF WISCONSIN - LEGISLATIVE REFERENCE BUREAU

LRB

Research (608-266-0341)

Library (608-266-7040)

Legal (608-266-3561)

LRB

Decker budget

LRB #	CFB summary	Item
b1219 JK	1. # 2.	
b0323	3	
b0350	5	
✓ b0476 TKK TKK		
b0511	6. # 7.	
✓ b0898	12.	b1221
b0415	13	
b0321	14	
b0416	15	put in - 3299
b0512	16	
b0417	17	
b0520	18	
b0399 → b0397, b0398	19	
b0418	20	
b0419	21	
b0515	22	
b0479	24	
b0427	25	
b0519	26	
b0517	27	
b0428	28	
b0518	29	
b0425	30	
b0429	31	
b0430	32	
b0320	33	
b0658	35	
b0351	36 39	
b0869	37 39	
b0420	38 40 # 41	
b0523	42	

STATE OF WISCONSIN - LEGISLATIVE REFERENCE BUREAU

LRB

Research (608-266-0341)

Library (608-266-7040)

Legal (608-266-3561)

LRB

b 0573		43
b 0357		45
b 0356		46
b 0445		47
b 0379		48
b 0447		49
b 0426		50
b 0448		51
b 1076		52
b 0661		53
b 0662		54
b 0899		55
b 0855		56
b 0663		57
b 0577		59
b 0574		62
b 0522		63
b 0575		64
b 0666		65
b 0769	PJH	67
b 0667		68

10/10

The for Pat - Becker

6-2502

, JRC sub. + Sen. items

+ ARC items

• can talk to Jon Dyck

• will e-mail ARC

items

The w/ Jon

• fee increases Jan. 1 eff. date

• DPTI appra. conversions →

• oil company

The for Jon

- supp title fee

• reg. fee increases eff. Jan. 1 -
not day after

Gary, Aaron

From: Walsh, Patrick

Sent: Wednesday, October 10, 2007 1:52 PM

To: Gary, Aaron; Dyck, Jon

Subject: Drafting Instructions for Transportation Bill .doc

Attachments: Drafting Instructions for Transportation Bill without oil franchise changes.doc

Drafting Instructions for Transportation Bill

Include all the provisions of the transportation budget adopted by the State Senate with the exception of the following changes:

Include the Governor's Oil Company Assessment provision as modified to reflect his technical changes.

The first number refers to the page number of the Comparative Summary Budget Provisions of the Senate and Assembly document prepared by the Legislative Fiscal Bureau from July 16, 2007. The second number is the item number on the page.

310-9 Transportation Bonding policy plan – Assembly Position

311-12 Enhanced Finance Committee review of Federal funding adjustments – Assembly

318-35 State Bicycle and Pedestrian Facilities Program – Assembly

319-39 Major Hwy Development Project Progress Report – Assembly

320-43 Business Highway 51 Widening Project in Marathon County - Assembly

323-52 Stillwater Bridge Financial Consultant - Assembly

323-53 Construction Schedule for STH 23 Major Highway Development Project – Assembly

323-54 Reconstruction of STH 13 in the City of Colby - Assembly

323-55 Construction Project on USH 14 in the Village of Oregon - Assembly

323-56 Prohibit Construction of a Truck Weigh Station in the Village of Rockland - Assembly

324-57 Value Engineering for Hwy Improvement Projects – Assembly

325-59 Truck Size Weight Study – Assembly

326-62 Ronald Reagan Hwy – Assembly

327-64 Division of Motor Vehicles Service Centers – Assembly

327-65 Organ Transplant vehicles treated as authorized emergency vehicles – Assembly

330-67 Operating an aircraft while intoxicated – Assembly

331-68 Motorcycle safety grant - Assembly

Gary, Aaron

From: Dyck, Jon
Sent: Thursday, October 11, 2007 4:31 PM
To: Gary, Aaron
Subject: chapter 20 for DOT

Attachments: Decker chapter 20.xls

The attached spreadsheet is the Chapter 20 for the Decker bill. I honestly don't know if this helps you at all. I'm hoping you or somebody at LRB knows what to do with it. If this doesn't help, then perhaps we can try something else. Let me know.

In addition to the DOT Chapter 20, we need to create a Chapter 20 entry for s. 20.865 (4)(u). The amounts should be \$9,880,300 in 2007-08 and \$24,403,200 in 2008-09.



Decker chapter
20.xls (58 KB)

Jon Dyck
Fiscal Analyst
Legislative Fiscal Bureau
1 East Main, Suite 301
Madison, WI 53703
(608) 266-9919
jon.dyck@legis.wisconsin.gov

Gary, Aaron

From: Dyck, Jon
Sent: Friday, October 12, 2007 1:13 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

In going through my materials while trying to put together a summary, there are two other things that I'm pretty sure wouldn't have been reflected in your first draft. First, the revenue bond authorization under s. 84.59(6) should be \$2,657,161,500 instead of \$2,708,341,000.

Second, I did not properly reflect the effect of taking the Assembly provision on the motorcycle grant provision into account in the Chapter 20. Therefore, the appropriation for 20.395 (5) (dq) should be \$59,513,400 in 2007-08 and \$59,863,000 in 2008-09. The appropriation for 20.865(4)(u) should be \$9,805,300 in 2007-08 and \$24,328,200 in 2008-09.

Jon Dyck
Fiscal Analyst
Legislative Fiscal Bureau
1 East Main, Suite 301
Madison, WI 53703
(608) 266-9919
jon.dyck@legis.wisconsin.gov

From: Gary, Aaron
Sent: Friday, October 12, 2007 12:49 PM
To: Walsh, Patrick
Cc: Dyck, Jon
Subject: RE: Drafting Instructions for Transportation Bill .doc

Pat,

In short, I can still make these changes. This part of the bill was the most complex and time-consuming part, and that's one of the reasons I specifically referred to it below. I had to work until 4:00 am to get the bill in shape to be assembled and preliminarily edited today so that we can complete the process over the weekend. Now there will be significant additional time and effort unwinding this and it will delay when you receive the bill, but I can assure you that you will have it on Monday morning.

Just to be clear:

1. You want the appropriation conversions eliminated from the bill, right?
2. Do you also want to eliminate all the supplemental title fee transfer treatments (transferring \$ from trans fund in FY07-08 then again from general fund in FY08-09)? (That is, do you want to eliminate *all* of the treatments related to transfer of the supplemental title fee?) If you are unsure, you might wish to consult with DOA on that issue (they make the transfer), but I'll need an answer yet today.

Thanks. Aaron

Aaron R. Gary
Legislative Attorney
Legislative Reference Bureau
608.261.6926 (voice)
608.264.6948 (fax)

10/12/2007

aaron.gary@legis.state.wi.us

From: Walsh, Patrick
Sent: Friday, October 12, 2007 12:24 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Aaron, Jon Dyck called and spotted an error in the drafting instructions. We do not need to do any transfers of transportation fund revenue to the general fund. I apologize for this oversight.

I knew the governor had built his special session budget bill on the assumptions that no transfers were needed to the general fund but I didn't include it in the drafting request.

Is it still possible to have the bill ready for Monday?

Once again I am very sorry for this. I know you have a ton of work to do and this will make a difficult request even harder.

Patrick Walsh

From: Gary, Aaron
Sent: Thursday, October 11, 2007 1:57 PM
To: Walsh, Patrick; Dyck, Jon
Cc: Hanaman, Cathlene
Subject: RE: Drafting Instructions for Transportation Bill .doc

Pat,

Our staff will be running the program to engross the senate and assembly amendments this afternoon. This process will be based on the instructions in the attachment to your e-mail. After the computer program is run, it is much more difficult to try to "unwind" the bill to make changes. To the extent you think there might be any modifications to what you've given me, please let me know ASAP or let me know that further information still needs to be provided before engrossing. Tweaks in numbers, etc. are easy to fix - but if you think there will be changes in which house's position you want or in any bigger items (e.g. registration fees, appropriation conversions, etc.), I need to know that now, as I will hold off on the engrossing until I have more definitive instructions.

As discussed, the LRB cannot produce the ch. 20 schedule. I have talked to Jon about obtaining a schedule. I'm not sure exactly what can be done or how fast, but it will not be something originated by the LRB.

Also as discussed and as I discussed with Jon, I would like to take my drafting instructions directly from the LFB. I think that is the most efficient way to make sure that we all clearly understand what is to be done in the bill.

Also as discussed, this is a daunting task, with lots of work ahead. I did receive your voice mail and understand that the senate may take this up on Monday, in one context or another. At this time, I believe that I can have the bill for you by Monday as requested. However, any changes from what you've requested at this point could significantly delay that schedule. In addition, the size and complexity of the bill and the exceedingly short time frame will affect the quality of the product, including the analysis and the thoroughness of review and editing.

Aaron

Aaron R. Gary

10/12/2007

*Legislative Attorney
Legislative Reference Bureau
608.261.6926 (voice)
608.264.6948 (fax)
aaron.gary@legis.state.wi.us*

From: Walsh, Patrick
Sent: Wednesday, October 10, 2007 1:52 PM
To: Gary, Aaron; Dyck, Jon
Subject: Drafting Instructions for Transportation Bill .doc

Decker Trans Budget

Assembly: Exclude proposed ordinances or resolutions that do not substantially relate to any city or village function or responsibility or are primarily ceremonial or aspirational from the current law provision that requires the governing body of a city or village, upon receipt of a petition requesting the adoption of an ordinance or resolution, to either adopt the ordinance or resolution or submit the ordinance or resolution to a vote of the electorate. Specify that this modification would first apply to petitions filed on the general effective date of the bill. This provision is identical to that included in 2007 Assembly Bill 363.

TRANSPORTATION

1. OIL COMPANY ASSESSMENT

b1219 JK
Senate: Modify the oil company assessment to create a graduated scale of rates at which gross receipts would be assessed based on each supplier's annual amount of gross receipts during each state fiscal year, rather than assessing all gross receipts at 2.5%. This would increase revenue associated with the assessment by an estimated \$2.8 million 2007-08 and \$0.3 million in 2008-09. The following table lists the various rates at which each segment of a supplier's taxable gross receipts would be assessed.

Chg. to JFC SEG-REV \$29,700,000
--

<u>Increment of Annual Gross Receipts</u>	<u>Oil Company Assessment Rate</u>
\$0 to \$15,000,000	0.0%
\$15,000,001 to \$75,000,000	0.5
\$75,000,001 to \$120,000,000	1.5
Over \$120,000,000	3.0

Increase estimated revenues by \$36.0 million in 2007-08 and decrease estimated revenues by \$9.4 million in 2008-09 from the oil company assessment associated with the following modifications to the proposed assessment: (a) specifying that the oil company assessment would first apply to motor vehicle fuel sales on October 1, 2007, rather than January 1, 2008, as specified in the Joint Finance Committee substitute amendment (\$40.7 million increase in 2007-08); and (b) extending all the current law exemptions to the motor vehicle fuel tax to the proposed oil company assessment (-\$4.7 million in 2007-08 and -\$9.4 million in 2008-09). These two modifications reflect the Governor's revised recommendations for the proposed oil company assessment.

Assembly: Eliminate the provision of the Joint Finance substitute amendment that would establish an oil company assessment. Reduce

Chg. to JFC SEG-REV - \$247,650,000

estimated transportation fund revenues by \$80,370,000 in 2007-08 and \$167,280,000 in 2008-09 to reflect this change.

see 1.

2. OIL COMPANY ASSESSMENT ADMINISTRATION

Senate: Decrease funding in 2007-08 by \$48,300 in salary, fringe benefit, and overtime funding for the three auditor positions in the Department of Revenue created to monitor motor vehicle fuel supplier compliance with the oil company assessment provisions. The funding decrease for the positions reflects that the positions would only be filled for nine months in 2007-08. Funding for the positions would be \$152,200 in 2007-08 and \$187,300 in 2008-09

	Chg. to JFC
SEG	-\$48,300

In addition, adopt the following modifications to the oil company assessment:

a. define gross receipts to mean all consideration received from the first sale of motor vehicle fuel received by a supplier for sale in this state, for sale for export to this state, or for export to this state, but not including state or federal excise taxes, or petroleum inspection fees, collected from the purchaser; and

b. specify that the person responsible for taking any action to increase or influence the selling price of motor vehicle fuel to recover the amount of the oil company assessment would be subject to the possible penalty or six-month prison term and define person to mean the officer, employee, or other responsible person of a corporation or other form of business association or the partner, member, employee, or other responsible person of a partnership, limited liability company, or sole proprietorship who, as such officer, employee, partner, member, or other responsible person, has a duty to establish the selling price of motor vehicle fuel.

Assembly: Delete \$200,500 SEG in 2007-08 and \$187,300 SEG in 2008-09 and 3.0 SEG positions annually in the Department of Revenue for the administration of the assessment.

	Change to JFC Funding Positions
SEG	-\$387,800 - 3.00

3. HEAVY TRUCK REGISTRATION FEE INCREASES

Senate: Increase the amounts in the vehicle registration fee schedule for heavy trucks (over 8,000 pounds) by 10%, rounded to the nearest whole dollar, effective on October 1, 2007, or on the day after publication, whichever is later. Increase estimated transportation fund revenue by \$10,309,100 in 2007-08 and \$16,394,800 in 2008-09 to reflect these increases. The following table shows the existing fees and the fees under this item, by weight classification.

b0323

	Chg. to JFC
SEG-REV	\$26,703,900

<u>Weight up to: (In Pounds)</u>	<u>Current Fee</u>	<u>Proposed Fee</u>
10,000	\$119.50	\$131.00
12,000	161.00	177.00
16,000	218.00	240.00
20,000	274.00	301.00
26,000	365.50	402.00
32,000	468.50	515.00
38,000	593.50	653.00
44,000	708.50	779.00
50,000	818.00	900.00
54,000	873.00	960.00
56,000	930.00	1,023.00
62,000	1,051.50	1,157.00
68,000	1,187.00	1,306.00
73,000	1,350.00	1,485.00
76,000	1,600.50	1,761.00
80,000	1,969.50	2,166.00

Assembly: Increase the amounts in the vehicle registration fee schedule for heavy trucks (over 8,000 pounds) by 15%, rounded to the nearest whole dollar, effective on October 1, 2007, or on the day after publication, whichever is later. Increase estimated transportation fund revenue by \$15,463,700 in 2007-08 and \$24,592,200 in 2008-09 to reflect these increases. The following table shows the existing fees and the fees under this item, by weight classification.

Chg. to JFC
SEG-REV \$40,055,900

<u>Weight up to: (In Pounds)</u>	<u>Current Fee</u>	<u>Proposed Fee</u>
10,000	\$119.50	\$137.00
12,000	161.00	185.00
16,000	218.00	251.00
20,000	274.00	315.00
26,000	365.50	420.00
32,000	468.50	539.00
38,000	593.50	683.00
44,000	708.50	815.00
50,000	818.00	941.00
54,000	873.00	1,004.00
56,000	930.00	1,070.00
62,000	1,051.50	1,209.00
68,000	1,187.00	1,365.00
73,000	1,350.00	1,553.00
76,000	1,600.50	1,841.00
80,000	1,969.50	2,265.00

4. VEHICLE TITLE FEE INCREASE

Senate: No change to Joint Finance.

Assembly: Increase the standard vehicle title fee from \$28.50 to \$38.50, effective October 1, 2007, or the first day of the third month beginning after publication, whichever is later. Estimate increased transportation fund revenues at \$10,800,000 in 2007-08 and \$14,300,000 in 2008-09 to reflect this change.

Chg. to JFC	
SEG-REV	\$25,100,000

5. CONVERSION OF APPROPRIATIONS FROM THE GENERAL FUND TO THE TRANSPORTATION FUND

Senate: Delete \$33,913,500 SEG and 0.75 SEG position in 2008-09 and provide \$33,913,500 GPR and 0.75 GPR position in 2008-09 to reflect the elimination, for the second year of the biennium, of provisions in the Joint Finance substitute amendment that would convert 16 GPR appropriations in non-DOT agencies from GPR to SEG. Under this item, the conversion of these appropriations would be in effect only for 2007-08.

Change to JFC Funding Positions		
GPR	\$33,913,500	0.75
SEG	<u>- 33,913,500</u>	<u>- 0.75</u>
Total	\$0	0.00

Assembly: Delete provisions in the Joint Finance substitute amendment that would convert 16 appropriations in non-DOT agencies from GPR to SEG. Delete \$33,913,500 SEG and 0.75 SEG position annually and provide \$33,913,500 GPR and 0.75 GPR position annually to reflect this change.

Change to JFC Funding Positions		
GPR	\$67,827,000	0.75
SEG	<u>- 67,827,000</u>	<u>- 0.75</u>
Total	\$0	0.00

6. SUPPLEMENTAL TITLE FEE TRANSFER

Senate: Delete \$13,623,000 SEG in 2008-09 and provide \$13,623,000 GPR in 2008-09 to reflect the elimination, for the second year of the biennium, of a provision in the Joint Finance substitute amendment that would make the annual transfer to the nonpoint pollution account of the environmental fund (equal to the revenue generated by the supplemental title fee) from the transportation fund instead of the general fund. Under this item, the use of the transportation fund to make a transfer to the environmental fund would be in effect only for 2007-08.

Chg. to JFC	
GPR	\$13,623,000
SEG	<u>- 13,623,000</u>
Total	\$0

Assembly: Delete a provision in the Joint Finance substitute amendment that would make the annual transfer to the nonpoint pollution account of the environmental fund (equal to the revenue generated by the supplemental title fee) from the transportation fund

Chg. to JFC	
GPR	\$21,045,000
SEG	<u>- 21,045,000</u>
Total	\$0

b0350
b0476
TKK

b0511

instead of the general fund. Delete \$10,290,000 SEG in 2007-08 and \$10,755,000 SEG in 2008-09 and provide \$10,290,000 GPR in 2007-08 and \$10,755,000 GPR in 2008-09 to reflect this change. Delete a provision in the Joint Finance substitute amendment that would increase the supplemental title fee by \$2 and, instead, increase the standard vehicle title fee by \$2.

7. TRANSPORTATION FUND APPROPRIATION FOR SUPPLEMENTING GENERAL FUND DEBT SERVICE

Senate: Delete \$43,300,000 SEG in 2008-09 and provide \$43,300,000 GPR in 2008-09 to reflect the elimination, for the second year of the biennium, of a provision in the Joint Finance substitute amendment that would create a transportation fund appropriation to supplement an existing GPR appropriation for debt service on bonds issued in the 2003-05 and 2005-07 biennia to replace transportation fund revenues that were used for general fund programs or purposes. Under this item, the supplemental SEG debt service appropriation would be in effect only for 2007-08.

Chg. to JFC	
GPR	\$43,300,000
SEG	- 43,300,000
Total	\$0

Assembly: Delete a provision in the Joint Finance substitute amendment that would create a transportation fund appropriation to supplement an existing GPR appropriation for debt service on bonds issued in the 2003-05 and 2005-07 biennium to replace transportation fund revenues that were used for general fund programs or purposes.

Chg. to JFC	
GPR	\$69,900,000
SEG	- 69,900,000
Total	\$0

Delete \$26,600,000 SEG in 2007-08 and \$43,300,000 SEG in 2008-09 and provide \$26,600,000 GPR in 2007-08 and \$43,300,000 GPR in 2008-09 to reflect this change.

8. TRANSFER OF SALES TAX ON VEHICLES AND RELATED PRODUCTS TO THE TRANSPORTATION FUND

↓ **Senate:** No change to Joint Finance.

Assembly: Require the Department of Revenue, by July 1, 2009, to estimate the amount of revenue generated by the tax on the sale and use of motor vehicles, motor vehicle parts, and motor vehicle services in fiscal year 2008-09. Require DOR, beginning on July 1, 2009, and on each July 1, thereafter, to estimate the amount of such sales tax to be generated in the current fiscal year. Specify, beginning with 2009-10, that an amount equal to 50% of the difference between the amount of vehicle-related sales tax estimated to be generated in the current fiscal year and the amount of such sales tax generated in fiscal year 2008-09, if the amount is positive, shall be transferred each year to the transportation fund. Create a sum sufficient, GPR appropriation for transferring the amounts computed by the Department of Revenue to the transportation fund.

9. TRANSPORTATION BONDING POLICY PLAN

Senate: Require DOT to submit to the Department of Administration and the Legislative Fiscal Bureau, with each biennial budget request, a plan for the following ten-year period that includes, for each fiscal year of the ten-year period, an estimate of total transportation fund revenues, the proposed types and amounts of bonds to be issued for transportation needs, the proposed expenditure amounts from bond proceeds for transportation needs, and estimated debt service related to repayment of these bonds. Require the ten-year plan to include various funding scenarios for transportation needs showing different levels of transportation fund expenditures, from bond proceeds and from cash sources, and different levels of transportation fund revenues. Specify that at least one scenario shall reflect the achievement of a stable debt service percentage by the end of the ten-year period of the plan. Specify that if any scenario results in an increasing debt service percentage, the plan shall identify the estimated reduction of net revenues from this increasing debt service and the potential consequences for specific transportation-related programs resulting from these reduced net revenues.

✓ **Assembly:** No change to Joint Finance.

10. RESTRICTION ON THE USE OF TRANSPORTATION FUND

✓ **Senate:** No change to Joint Finance.

Assembly: Specify that the executive budget bill cannot propose amending, repealing, or notwithstanding the provisions of s. 25.40(3) of the statutes regarding allowable uses of the transportation fund.

11. PROCEDURE FOR ELIMINATING TRANSPORTATION FUND DEFICIT

✓ **Senate:** No change to Joint Finance.

Assembly: Require DOT, whenever the Department determines that a projected biennium-ending budgetary deficit in the transportation fund exceeds \$30,000,000, to develop a plan to eliminate the projected deficit by reducing all DOT SEG appropriations, other than those for debt service and sum sufficient appropriations, as equitably as reasonable. Specify that the plan may not include the reduction of any state funds appropriation if the reduction would violate a condition imposed by the federal government on the receipt of federal funds or if the reduction would violate the federal or state constitution. Require the Department to submit the plan to the Joint Committee on Finance for approval under a 14-day passive review process. Provide that a plan under this provision may reduce SEG continuing appropriations and may also reduce other SEG appropriations that are not otherwise subject to reduction by the Joint Committee on Finance.

SBC
draft
on 1/16/01

12. JOINT COMMITTEE ON FINANCE REVIEW OF ALLOTMENT ADJUSTMENTS TO DEPARTMENT OF TRANSPORTATION FEDERAL APPROPRIATIONS

Senate: No change to Joint Finance.

Assembly: Prohibit the Department of Administration from approving an allotment adjustment to DOT's FED appropriations unless the adjustment is approved by the Joint Committee on Finance under a 14-day passive review process. Provide that this approval may be obtained as part of the current law process for submitting a plan when total federal highway aid deviates from budget estimates by more than 5%.

60899

13. GENERAL TRANSPORTATION AIDS

Senate: Provide increased funding for general transportation aids as follows to provide 3.0% annual calendar year increases, instead of 2.0% under the substitute amendment:

	Chg. to JFC
SEG	\$7,865,700

a. County Aid. Provide \$468,500 in 2007-08 and \$1,428,700 in 2008-09 to provide a total of \$95,087,700 in 2007-08 and \$97,940,300 in 2008-09. Set the calendar year distribution at \$96,492,900 for calendar year 2008 and \$99,387,700 for calendar year 2009 and thereafter.

b. Municipal Aid. Provide \$1,473,700 in 2007-08 and \$4,494,800 in 2008-09 to provide a total of \$299,157,100 in 2007-08 and \$308,131,800 in 2008-09. Set the calendar year distribution at \$303,578,100 for calendar year 2008 and \$312,685,400 for calendar year 2009 and thereafter.

Establish the mileage aid rate at \$1,956 for calendar year 2008 and \$2,015 for calendar year 2009 and thereafter, which represents a 3.0% annual increase to the 2007 rate of \$1,899 per mile.

Assembly: No change to Joint Finance.

60415

14. MASS TRANSIT OPERATING ASSISTANCE

Senate: Provide additional mass transit assistance of \$1,328,300 in 2007-08 and \$5,447,300 in 2008-09 in order to provide a 2.5% annual increase to all systems, compared to a 2.0% increase under the Joint Finance substitute amendment, plus an additional \$3.2 million annually to Tier A-1 and \$1.6 million annually split proportionately among the remaining tiers, beginning in 2008. During the biennium, the additional calendar year increases above the 2.5% increases would provide \$4 million to Tier A-1 and \$2 million to the remaining tiers. The increased funding would be distributed as follows: (a) \$873,900 in 2007-08 and \$3,572,800 in 2008-09 for Tier A-1 (Milwaukee); (b) \$164,700 in 2007-08 and \$679,400 in 2008-09 for Tier A-2 (Madison); (c) \$236,200 in 2007-08 and \$974,500 for Tier B transit systems; and (d) \$53,500 in 2007-08 and \$220,600 in 2008-09 for Tier C transit systems. Set the calendar year distribution amounts at \$63,784,700 for 2008 and \$65,299,200 for 2009 and thereafter for Tier A-1, \$16,754,000

	Chg. to JFC
SEG	\$6,775,600

60321

for 2008 and \$17,158,400 for 2009 and thereafter for Tier A-2, \$24,034,400 for 2008 and \$24,614,500 for 2009 and thereafter for Tier B, and \$5,440,500 for 2008 and \$5,571,800 for 2009 and thereafter for Tier C.

Assembly: No change to Joint Finance.

15. LIFT BRIDGE AIDS

b0416

Senate: Provide \$29,500 in 2007-08 and \$375,500 in 2008-09 for lift bridge aids to reimburse communities for the costs associated with the operation and maintenance of lift bridges on connecting highways. Funding for lift bridge aids would total \$1,948,400 in 2007-08 and \$2,294,400 in 2008-09.

	Chg. to JFC
SEG	\$405,000

Assembly: No change to Joint Finance.

16. ELDERLY AND DISABLED AIDS

b0512

Senate: Provide \$66,500 in 2007-08 and \$136,000 in 2008-09 for county assistance in the provision of elderly and disabled specialized transportation services. Total state funding would equal \$12,705,400 in 2007-08 and \$13,046,100 in 2008-09. This would provide a 2.5% annual increase for elderly and disabled transportation, rather than 2.0% under the substitute amendment, based on the combined SEG funding for county assistance and capital aids, but would provide the total increase in the appropriation for county assistance.

	Chg. to JFC
SEG	\$202,500

Assembly: No change to Joint Finance.

17. MILWAUKEE TO CHICAGO PASSENGER RAIL SERVICE

b0417

Senate/Assembly: Reduce funding for the state's share of the Amtrak Hiawatha route by \$122,700 SEG and \$491,100 FED in 2007-08 and \$126,000 SEG and \$504,100 FED in 2008-09 to reflect a new estimate of the cost to maintain the service, with an additional rail car for each train set to alleviate overcrowding. Total funding for the service would be \$6,345,300 (\$1,269,100 SEG and \$5,076,200 FED) in 2007-08 and \$6,522,800 (\$1,304,600 SEG and \$5,218,200 FED) in 2008-09.

	Chg. to JFC
SEG	- \$248,700
FED	- 995,200
Total	- \$1,243,900

18. PASSENGER RAIL SERVICE BONDING

Senate: Modify existing general obligation bonding authority for passenger rail service improvements to specify that the bonds may be used for improvements to establish rail service between Madison and Eau Claire.

Assembly: Delete a provision in the Joint Finance substitute amendment that would provide \$32,000,000 in additional general fund-supported, general obligation bonding for passenger rail service improvements.

	Chg. to JFC
BR	-\$32,000,000

19. KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL EXTENSION PROJECT

Senate: Provide the Southeastern Wisconsin Regional Transit Authority (RTA) the responsibility to sponsor, develop, construct, and operate a commuter rail transit system connecting the cities of Kenosha, Racine, and Milwaukee, known as the KRM commuter rail link, and the following authority: (a) to levy a vehicle rental fee of up to \$15 per transaction in the three-county region (currently \$2 per rental transaction); (b) to expend funds to develop and construct the KRM commuter rail link; and (c) to issue up to \$50 million in bonds, excluding refunding bonds, for the anticipated local funding share required for initiating KRM commuter rail link service.

Specify the following relative to the bonds issued by the RTA: (a) the RTA could secure the bonds by a pledge of any income or revenues from any operations, rent, aids, grants, subsidies, contributions, or other source of funds; (b) neither the governing body of the RTA nor any person executing the bonds would be personally liable on the bonds by reason of the issuance of the bonds; (c) the bonds would not be debt of the counties that created the RTA and neither the counties nor the state would be liable for the payment of the bonds; (d) the bonds would only be payable out of funds or properties of the authority; and (e) these restrictions would have to be stated on the face of the bonds;

In addition, specify the following relative to RTA bonds, including refunding bonds: (a) the bonds would have to be authorized by resolution of the RTA's governing body; (b) the bonds could be issued under a resolution or under a trust indenture or other security instrument; (c) the bonds could be issued in one or more series and could be in the form of coupon bonds or registered bonds; (d) the bonds would have to bear the dates, mature at the times, bear interest at the rates, be in the denominations, have the rank or priority, be executed in the manner, be payable in the medium of payment and at the places, and be subject to the terms of redemption, with or without premium, as the resolution, trust indenture, or other security instrument provides; (e) the bonds would be issued for an essential public and governmental purpose and are public instrumentalities and, together with interest and income, are exempt from taxes; (f) the bonds could be sold by the RTA at public or private sales at the price or prices determined by the RTA; and (g) if any member of the RTA governing body

whose signature appears on the bonds ceases to be member of the RTA governing body before the bonds are delivered, the signature would remain valid.

Provide the RTA the authority to issue refunding bonds for the purpose of paying any of its bonds at or prior to the maturity or upon acceleration or redemption. Specify that the RTA may issue refunding bonds at such time prior to the maturity or redemption of the refunded bonds as the authority deems to be in the public interest. Provide that the refunding bonds may be issued in sufficient amounts to pay or provide the following: (a) the principal of the refunded bonds together with any redemption premium on the bonds and any interest accrued or to accrue to the date of payment of the bonds; (b) the expenses to issue refunding bonds; (c) the expenses of redeeming the bonds being refunded; and (d) such reserves for debt service or other capital or current expenses from the proceeds of the refunding bonds as may be required by the resolution or under a trust indenture or other security instrument.

Delete the current law provision that the RTA's report to the Legislature, which is due by November 15, 2008, must include a recommendation as to whether the responsibilities of the authority should be limited to collection and distribution of regional transit funding or should also include operation of transit service. Also, delete the requirement that the RTA's report must recommend whether the RTA should continue in existence beyond September 30, 2009.

Require the Southeastern Wisconsin Regional Transit Authority to conduct the following studies related to the Kenosha-Racine-Milwaukee commuter rail project: (a) a study on the feasibility of extending any proposed commuter rail project through the 30th Street corridor in the City of Milwaukee to the northern Milwaukee County line; and (b) a study on the feasibility of adding a commuter rail stop and station at points where any proposed commuter rail route would intersect National Avenue and/or Greenfield Avenue in the City of Milwaukee. Specify that the studies be included as part of the report to the Governor and Legislature that is required under current law.

Assembly: Delete \$1,000,000 in 2007-08 that would be provided in DOT's appropriation for commuter rail service under the Joint Committee on Finance substitute amendment for preliminary engineering for the Kenosha-Racine-Milwaukee commuter rail extension project. Provide \$800,000 instead (for a net reduction of \$200,000) in the Joint Committee on Finance supplemental appropriation. Specify that the Committee may approve a request by the Department of Transportation to transfer that amount to DOT's appropriation for commuter rail service only if the Legislature has passed and the Governor has signed an act establishing a financing mechanism sufficient to pay all nonfederal costs, including capital and operating costs, for the commuter rail service. Specify that revenue generated by a current-law \$2 charge on vehicle rental contracts that was established by 2005 Act 25 to support the costs of a regional transit authority in southeastern Wisconsin may not be used for the purposes of lobbying or contracting for lobbying.

	Chg. to JFC
SEG	-\$200,000

20. LOCAL ROADS IMPROVEMENT PROGRAM -- ENTITLEMENT COMPONENT

604/18

Senate: Provide \$82,900 SEG and \$82,900 SEG-L in 2007-08 and \$169,600 SEG and \$169,600 SEG-L in 2008-09 for the entitlement component of the local roads improvement program, to provide total increases of 2.5% annually for the program, instead of 2.0% under the substitute amendment.

	Chg. to JFC
SEG	\$252,500
SEG-L	<u>252,500</u>
Total	\$505,000

Assembly: No change to Joint Finance.

21. LOCAL ROADS IMPROVEMENT PROGRAM -- DISCRETIONARY COMPONENT

604/19

Senate: Provide \$35,000 SEG and \$35,000 SEG-L in 2007-08 and \$71,600 SEG and \$71,600 SEG-L in 2008-09 for the discretionary component of the local roads improvement program, to provide total increases of 2.5% annually, instead of 2.0% under the substitute amendment. Establish statutory distributions for the components of the program, as follows: (a) \$5,381,300 in 2007-08 and \$5,515,800 in 2008-09 and annually thereafter for county projects; (b) \$1,025,000 in 2007-08 and \$1,050,600 in 2008-09 and annually thereafter for municipal projects; and (c) \$768,700 in 2007-08 and \$788,000 in 2008-09 and annually thereafter for town projects.

	Chg. to JFC
SEG	\$106,600
SEG-L	<u>106,600</u>
Total	\$213,200

Assembly: No change to Joint Finance.

22. AERONAUTICS ASSISTANCE

605/15

Senate: Provide \$63,100 in 2007-08 and \$129,000 in 2008-09 for the aeronautics assistance program, to provide total increases of 2.5% annually, instead of 2.0% annually under the substitute amendment.

	Chg. to JFC
SEG	\$192,100

Assembly: No change to Joint Finance.

23. ELIMINATE AVIATION CAREER EDUCATION PROGRAM

Senate: No change to Joint Finance.

Assembly: Delete \$155,300 annually for the aviation career education (ACE) program to eliminate funding for the program. Delete statutory provisions establishing the program.

	Chg. to JFC
SEG	-\$310,600

24. ROAD IMPROVEMENT GRANT FOR THE TOWN OF POUND IN MARINETTE COUNTY

60479
Senate: Require DOT to award a grant of \$500,000 in the 2007-09 biennium to the Town of Pound in Marinette County from the SEG appropriation for the transportation economic assistance (TEA) program for the extension of North 19th Road to West 16th Road. Specify that the grant shall be made notwithstanding current TEA program eligibility criteria or local match requirements.

Assembly: No change to Joint Finance.

25. GRANT TO ASHLAND COUNTY FOR IMPROVEMENTS TO CTH H

60427
Senate: Require DOT to award a grant of \$2,100,000 in the 2007-09 biennium to Ashland County from the FED appropriation for local transportation facility improvement assistance for the improvement of CTH H on Madeline Island, if the Department determines that the CTH H project is eligible for federal aid during the biennium. Under current federal law, federal highway aid may not be used for highways that are classified as "minor collectors," which is the current classification of Ashland County CTH H. This item would require a grant to be made for the improvement of that highway if federal law is changed to allow the improvement.

Assembly: No change to Joint Finance.

26. GRANT FOR STREET IMPROVEMENTS IN THE CITY OF KENOSHA

60519
Senate: Require DOT to make a grant of \$800,000 in the 2007-09 biennium to the City of Kenosha from the FED appropriation for local transportation facility improvement assistance for the extension of 39th Avenue from 18th Street to 26th Street, if the Department determines that the project is eligible for federal aid. Specify that the grant shall be made in addition to any other assistance that the City is eligible to receive under the program.

Assembly: No change to Joint Finance.

27. TRANSPORTATION ENHANCEMENTS GRANT FOR MILWAUKEE COUNTY

60517
Senate: Require DOT to make a grant of \$100,000 to Milwaukee County from the transportation enhancements grant program during the 2007-09 biennium for the construction of a pedestrian bridge and path at the Milwaukee Urban Ecology Center, if the Department determines that the project is eligible for federal aid. Specify that the County, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

Assembly: No change to Joint Finance.

28. TRANSPORTATION ENHANCEMENTS GRANT FOR THE CITY OF WHITEWATER

82509
Senate: Require DOT to award a grant to the City of Whitewater from the transportation enhancements grant program during the 2007-09 biennium for the extension of the Whitewater multi-use trail to Willis Ray Road, if the Department determines that the project is eligible for federal aid. Specify that the amount of the grant shall be \$150,000 or 80% of the cost of the project, whichever is less. Specify that the City, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

Assembly: No change to Joint Finance.

29. TRANSPORTATION ENHANCEMENTS GRANT FOR THE CITY OF RACINE

81509
Senate: Require DOT to award a grant of \$400,000 to the City of Racine from the transportation enhancements grant program in the 2007-09 biennium for a streetscaping project on 6th Street between Main Street and Grand Avenue, if the Department determines that the project is eligible for federal aid. Specify that the City, in order to receive the grant, must apply for the grant and agree to pay at least \$100,000 toward the cost of the project.

Assembly: No change to Joint Finance.

30. TRANSPORTATION ENHANCEMENTS GRANT FOR THE TOWN OF ARMSTRONG CREEK

80428
Senate: Require DOT to award a grant from the transportation enhancements grant program to the Town of Armstrong Creek in Forest County for the historical restoration of the Red Bridge over Armstrong Creek in the 2007-09 biennium, if the Department determines that the project is eligible for federal aid. Specify that the amount of the grant shall be \$50,000, or 80% of the cost of the project, whichever is less. Specify that the Town, in order to receive the grant, must apply for a grant and agree to pay the required 20% local match.

Assembly: No change to Joint Finance.

31. TRANSPORTATION ENHANCEMENTS GRANT FOR THE VILLAGE OF FOOTVILLE

80429
Senate: Require DOT to award a grant to the Village of Footville in Rock County from the transportation enhancements program in the 2007-09 biennium for the paving of a walking trail, if the Department determines that the project is eligible for federal transportation enhancements funds. Specify that the amount of the grant shall be \$15,000 or 80% of the project cost, whichever is less. Specify that the Village, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

Assembly: No change to Joint Finance.

60430

32. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM GRANT FOR THE CITY OF WEST ALLIS

Senate: Require DOT to make a grant of \$800,000 to the City of West Allis from the congestion mitigation and air quality improvement (CMAQ) program in the 2007-09 biennium for the construction of the West Allis Cross-Town Bike Trail, if the Department determines that the project is eligible for federal aid. Specify that the City, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

Assembly: No change to Joint Finance.

60320

33. SAFE ROUTES TO SCHOOL GRANT FOR THE CITY OF JANESVILLE

Senate: Require DOT to award a grant of \$235,000 to the City of Janesville from the safe routes to school program in the 2007-09 biennium for the construction of a pedestrian tunnel for the Spring Brook Trail under East Milwaukee Street, if the Department determines that the project is eligible for federal aid.

Assembly: No change to Joint Finance.

60658

34. GRANT FOR STREET IMPROVEMENT IN THE VILLAGE OF RIB LAKE

Senate: No change to Joint Finance.

Assembly: Require DOT to award a grant of \$5,750 during the 2007-09 biennium from the municipal subcomponent of the discretionary component of the local roads improvement program to the Village of Rib Lake in Taylor County for the improvement of Mc Comb Avenue in the Village. Specify that limitations under this program, including the minimum cost of a project to be eligible for funding (currently \$250,000), do not apply to the awarding of this grant.

35. STATE BICYCLE AND PEDESTRIAN FACILITIES PROGRAM

Senate: No change to Joint Finance.

Assembly: Transfer funding from local transportation assistance grant programs to new appropriations for making grants for bicycle and pedestrian transportation projects, to provide a total of \$8,178,200 FED and \$2,044,500 SEG-L in 2007-08 and \$10,898,200 FED and \$2,724,500 SEG-L in 2008-09. Make the transfers as follows: (a) \$2,720,000 FED and \$680,000 SEG-L in 2008-09 from the surface transportation grant program; (b) \$3,485,700 FED and \$871,400 SEG-L annually from the congestion mitigation and air quality improvement grant program; and (c) \$4,692,500 FED and \$1,173,100 SEG-L annually from the transportation enhancements grant program. Specify that projects funded under the bicycle and pedestrian facilities grant program

must be let by contract and awarded to the lowest competent and responsible bidder. Delete the current law provisions related to the surface transportation grant program. Modify current law provisions related to bicycle and pedestrian facilities grants to specify that the local match percentage is at least 20%, instead of at least 25%, and specify that pedestrian facilities funded under the program shall not include sidewalks or street beautification measures.

36. STATE HIGHWAY REHABILITATION FUNDING LEVEL

no draft

↓ **Senate:** Provide \$39,582,400 SEG and \$491,100 FED in 2007-08 and \$60,850,900 SEG and \$504,100 FED in 2008-09 for the state highway rehabilitation program, to provide total increases of 9.6% in 2007-08 and 7.0% in 2008-09 for the program.

Chg. to JFC	
SEG	\$100,433,300
FED	<u>995,200</u>
Total	\$101,428,500

Assembly: Provide \$11,000,000 SEG and \$491,100 FED in 2007-08 and \$504,100 FED in 2008-09 for the state highway rehabilitation program, to provide total increases of 4.9% in 2007-08 and 2.2% in 2008-09 for the program.

Chg. to JFC	
SEG	\$11,000,000
FED	<u>995,200</u>
Total	\$11,995,200

37. MAJOR HIGHWAY DEVELOPMENT FUNDING INCREASE

no draft

↓ **Senate:** Provide \$11,031,800 in 2007-08 and \$25,546,500 in 2008-09 for the major highway development program, to provide total increases of 5.2% in 2007-08 and 6.1% in 2008-09 for the program.

Chg. to JFC	
SEG	\$36,578,300

Assembly: No change to Joint Finance.

38. MAJOR HIGHWAY DEVELOPMENT BONDING REDUCTION

b0351

Senate/Assembly: Provide \$19,011,100 SEG in 2007-08 and \$20,668,400 SEG in 2008-09 for the major highway development program and decrease the appropriation of revenue bonds (SEG-S) by corresponding amounts, to maintain the use of revenue bonds at the base level. Increase estimated transportation fund revenues by \$600,900 in 2008-09 to reflect a reduction in debt service payments in that year. Reduce the bonding authorization under the substitute amendment by \$39,679,500 to reflect the reduction in the use of revenue bonds.

Chg. to JFC	
SEG	\$39,679,500
SEG-S	<u>- 39,679,500</u>
Total	\$0
SEG-REV	\$600,900
BR	<u>- 39,679,500</u>
Total	-\$39,078,600

39. MAJOR HIGHWAY DEVELOPMENT PROJECT PROGRESS REPORT

b0869

Senate: No change to Joint Finance.

Assembly: Require DOT, by February 1 of each year, to include with its semi-annual report on the cost of all enumerated major highway development projects an updated project schedule for all projects, showing the annual funding required until completion for each project.

60420
40. SOUTHEAST WISCONSIN FREEWAY BONDING REDUCTION

Senate: Provide \$23,300,000 SEG in 2008-09 for the I-94 north-south freeway project and reduce the bond authorization for the project by \$23,300,000.

	Chg. to JFC
SEG	\$23,300,000
BR	-\$23,300,000

Assembly: No change to Joint Finance.

60420
41. ZOO INTERCHANGE PROJECT

Senate: Delete the provision in the Joint Finance substitute amendment that would enumerate the Zoo Interchange project in the statutes to allow the construction of additional lanes on that project.

Assembly: Delete 25.0 positions annually to reflect the elimination of positions provided in the Joint Finance substitute amendment for preliminary work related to the reconstruction of the Zoo Interchange in Milwaukee County. Transfer funding for these positions to the Department's budget for consulting engineers.

	Chg. to JFC
SEG	- 25.00

60523
42. PROHIBITION AGAINST ADDITIONAL LANES ON I-94 NEAR WOOD NATIONAL CEMETERY IN MILWAUKEE COUNTY

Senate: Specify that no southeast Wisconsin freeway rehabilitation project may include the addition of any lane for vehicular traffic on I-94 adjacent to Wood National Cemetery, between Hawley Road and the Stadium Interchange, in Milwaukee County.

Assembly: No change to Joint Finance

43. BUSINESS HIGHWAY 51 WIDENING PROJECT IN MARATHON COUNTY

Senate: No change to Joint Finance.

Assembly: Require DOT to award a grant of \$200,000 in the 2007-09 biennium from the transportation economic assistance (TEA) program to the Village of Rothschild in Marathon County for the widening of Business Highway 51 in the Village from two lanes to four

	Chg. to JFC
SEG	\$238,300

lanes, and related improvements. Specify that, in order to receive the grant, the Village must apply for the grant and agree to pay the required 50% local match for the project, but specify that other TEA program provisions do not apply to the grant. Provide \$238,300 SEG in 2008-09 in the SEG appropriation for state highway rehabilitation and require DOT to provide a grant of that amount in the 2007-09 biennium to the Village of Rothschild for the Business Highway 51 project.

44. STATE HIGHWAY MAPS

Senate: No change to Joint Finance.

Assembly: Delete \$232,000 in 2007-08 for the printing of state highway maps and specify that DOT may only print maps in one year of each fiscal biennium.

	Chg. to JFC
SEG	-\$232,000

45. USH 14 RESURFACING PROJECT IN ROCK AND WALWORTH COUNTIES

Senate: Require DOT to complete a pavement resurfacing project on USH 14 between CTH O and STH 89 in Rock and Walworth counties during the 2007-09 biennium. This resurfacing project is estimated to cost between \$2.5 million and \$3.0 million.

Assembly: No change to Joint Finance.

46. PAVEMENT REHABILITATION PROJECT ON I-43 IN ROCK COUNTY

Senate: Require DOT to complete a pavement rehabilitation project on I-43 between I-39/I-90 and STH 140 in Rock County during the 2007-09 biennium. This rehabilitation project is estimated to cost \$6.8 million.

Assembly: No change to Joint Finance.

47. TRANSPORTATION STUDY FOR CTH T AND STH 312 IN THE CITY OF EAU CLAIRE

Senate: Require DOT to conduct a study that examines potential transportation improvements that could improve the access to businesses and promote economic development along CTH T north of STH 312 in the City of Eau Claire. Require the Department to submit a report to the Governor and the Legislature summarizing the results of the study by June 30, 2008.

Assembly: No change to Joint Finance.

60379
48. **STUDY OF EXTENSION OF STH 138 IN ROCK COUNTY**

Senate: Require DOT to study whether Tolles Road in Rock County should be added to the state trunk highway system as an extension of STH 138. Require the Department to report the results of the study to the Governor and Legislature by June 30, 2008.

Assembly: No change to Joint Finance.

60447
49. **UTILITY COSTS ASSOCIATED WITH STH 78 PROJECT IN THE VILLAGE OF MERRIMAC**

Senate: Require DOT to pay 75% of the cost of the relocation of water and sewer utilities lying under STH 78 in the Village of Merrimac if the Department reconstructs the segment of the highway within the Village and requires the utilities to be relocated to a lower depth. The cost of the utility work is estimated at \$894,000, so the Department's share of the costs under this item would be \$670,500.

Assembly: No change to Joint Finance.

60426
50. **REIMBURSEMENT OF UTILITY COSTS IN THE CITY OF CRANDON**

Senate: Require DOT, during the 2007-09 biennium, to reimburse the City of Crandon for a portion of the costs of installing water and sewer utilities across USH 8 associated with the development of a Best Western hotel in the City. Specify that the portion of costs to be paid shall be equal to the difference between the actual costs of the utility construction and the estimated cost of the construction if traffic had been detoured off of USH 8 during construction, up to a maximum of \$150,000. Require the City to submit a request to the Department that includes the actual cost of the utility work and an estimate of the alternative costs, as determined by the City. Specify that the reimbursement payment shall be made from the state highway rehabilitation SEG appropriation, notwithstanding current law expenditure authority under that appropriation.

Assembly: No change to Joint Finance.

60448
51. **TRAFFIC SIGNALS IN THE TOWN OF ALBION IN DANE COUNTY**

Senate: Require DOT to install traffic signals in the 2007-09 biennium at the intersection of USH 51 and Albion Road/Haugen Road in the Town of Albion in Dane County.

Assembly: No change to Joint Finance.

52. STILLWATER BRIDGE FINANCIAL CONSULTANT

Senate: No change to Joint Finance.

b 1076
Assembly: Require DOT to enter into a contract during the 2007-09 biennium for a financial consultant to work on aspects of the financing of the construction of the Stillwater Bridge, utilizing federal funds provided to the state for that purpose.

53. CONSTRUCTION SCHEDULE FOR STH 23 MAJOR HIGHWAY DEVELOPMENT PROJECT

b 0661
Senate: No change to Joint Finance.

Assembly: Require DOT to begin construction on the enumerated major highway development project on STH 23 between STH 67 and USH 41 in Fond du Lac and Sheboygan counties by July 1, 2009, and complete construction of the project by July 1, 2011.

54. RECONSTRUCTION OF STH 13 IN THE CITY OF COLBY

b 0662
Senate: No change to Joint Finance.

Assembly: Require DOT to start a reconstruction project on STH 13 (Division Street) within the City of Colby in Marathon County in 2008-09.

55. CONSTRUCTION PROJECT ON USH 14 IN THE VILLAGE OF OREGON

b 0899
Senate: No change to Joint Finance.

Assembly: Require DOT to complete a reconstruction project, during the 2007-09 biennium, in the Village of Oregon in Dane County on USH 14 between CTH MM and STH 138 involving the replacement of the pavement and the construction of an additional lane in each direction.

56. PROHIBIT CONSTRUCTION OF A TRUCK WEIGH STATION IN THE VILLAGE OF ROCKLAND

b 0855
Senate: No change to Joint Finance.

Assembly: Prohibit DOT from constructing or locating a truck weight enforcement facility in or adjacent to the Village of Rockland in La Crosse County.

57. VALUE ENGINEERING FOR HIGHWAY IMPROVEMENT PROJECTS

Senate: No change to Joint Finance.

b0663
Assembly: Require DOT to employ value engineering for any highway improvement project for which the cost of construction, utilities, and rights-of-way is in excess of a certain threshold, equal to \$5,000,000 initially, adjusted annually, beginning on the first day of the 13th month after the effective date of this provision, to any change in the cost of construction, utilities, and rights-of-way. Define "value engineering" as the term is defined under federal law, which is the systematic application of recognized techniques by a multi-disciplined team to identify the function of a product or service, establish a worth for that function, generate alternatives through the use of creative thinking, and provide the needed functions to accomplish the original purpose of the project, reliably, and at the lowest life-cycle cost without sacrificing safety, necessary quality, and environmental attributes of the project. Require DOT to assure that a value engineering study and analysis is performed on each such project. Require DOT to establish criteria for determining which projects, in addition to those that meet the cost threshold, on which the Department will employ value engineering. Specify that after review and for compelling reasons, the Department Secretary may waive the value engineering requirement for any project, provided that the waiver states, in writing, the reasons for the waiver and applies only to a single project. Specify that any value engineering study and analysis related to engineering work performed by a consultant may not be performed by the same consultant unless that consultant maintains separate and distinct organizational separation of its value engineering and design sections.

Require the Department, for each project for which a value engineering study and analysis is conducted, to include in the study and analysis an identification of the cost of all design elements considered as context-sensitive design, as determined by the Department, and the Department's justification for increasing the project's cost by including these elements.

Require the Department to submit an annual report to the Governor and the appropriate standing committees of the Legislature on the Department's employment of value engineering, the criteria established for employing value engineering on projects that do not meet the cost threshold, and all waivers of the requirement. Require the report to include all the following information: (a) the number of value engineering studies conducted; (b) the cost of conducting the studies; (c) the estimated construction cost of the projects studied; (d) the total number of study recommendations; (e) the total estimated savings that would result from all recommendations if approved and implemented; (f) the number of recommendations approved; (g) the total savings that resulted from the approved recommendations; and (h) the cost of all context-sensitive design elements included with the completed project. Require all project information included in the report to be reported on a cumulative basis from the inception of the project and on an updated basis for the period since the Department's last report.

Specify that these requirements first apply to highway improvement projects for which engineering work is commenced on the first day of the third month beginning after the general effective date of the bill.

58. APPLICABILITY OF PREVAILING WAGE PROVISIONS TO STATE HIGHWAY AND BUILDING CONSTRUCTION CONTRACTS AND MUNICIPAL CONSTRUCTION CONTRACTS

↓
Senate: No change to Joint Finance.

Assembly: Modify current law prevailing wage provisions that exempt truck drivers in the business of delivering mineral aggregate from a fixed place of business to a state highway improvement project, state building construction, or municipal construction work site to specify that such exemption applies unless the mineral aggregate is immediately incorporated into the work at its final location of placement directly or through spreaders from the transporting vehicle, without the need to pick up and move the material to that final location. Under current law, the exemption applies unless the mineral aggregate is to be immediately incorporated into the work, and not stockpiled or further transported by truck, by depositing the material substantially in place, directly or through spreaders from the transporting vehicle. Specify that this change would first apply to workers who are affected by a collective bargaining agreement that contains provisions that are inconsistent with the change on the day on which the agreement expires or is extended, modified, or renewed, whichever occurs first.

59. TRUCK SIZE AND WEIGHT LAW STUDY

Senate: No change to Joint Finance.

Assembly: Require DOT to contract for a study of Wisconsin's truck size and weight limit laws, to identify changes in those laws that would have a net benefit to Wisconsin's economy, when considering the costs of protecting highway infrastructure and safety, and the benefits that would result from reducing the cost of truck transportation. Specify that the consultant that undertakes the study shall review those vehicle configurations, changes in seasonal restrictions, and other policy issues that were found to have a net benefit in the cost-benefit analysis in the Minnesota truck size and weight project final report that was issued in June, 2006. Require DOT to appoint an advisory committee to assist in the review and report. Specify that the advisory committee shall include representation from the Department of Commerce and local governmental units, trucking companies, industries and small businesses that depend on truck transport, enforcement agencies, and other groups and individuals that are interested in and knowledgeable about truck size and weight limits. Specify that all advisory committee members may present written commentary on or dissenting views from the report and require DOT to include that commentary and any dissents into the final report. Require the consultant that undertakes the study to prepare a report on the results of the study and require DOT to submit the report to the Legislature, no later than January 1, 2009.

b0577

60. DEPARTMENT OF TRANSPORTATION PERMITS FOR ACTIVITIES ALONG STATE TRUNK HIGHWAYS WITHIN MUNICIPAL LIMITS

↓
Senate: No change to Joint Finance.

Assembly: Specify that a municipality may approve the creation of any access point to a controlled access state trunk highway located within the municipality if the Department of Transportation denies or fails to provide approval for such access within 60 days after a request for approval is made. Specify that such approval by the municipality shall be provided in writing and shall specify the terms and conditions on which the approval is given.

Specify that a municipality may issue a permit approving and authorizing any work, activity, or alteration with respect to a state trunk highway (such as the creation of a driveway access point) within the municipality if the Department denies an application for a permit or fails to approve a permit within 60 days after application for the permit is made to the Department. Specify that such a permit may be issued by the municipality regardless of what authority maintains the highway or whether the highway has been designated a connecting highway. Specify that such permit approval may be made notwithstanding current law procedures related to the denial of a permit by the Department.

61. DONALD J. SCHNEIDER HIGHWAY

↓
Senate: No change to Joint Finance.

Assembly: Delete a provision of the Joint Finance substitute amendment that would designate a segment of USH 8 in Barron County as the "Donald J. Schneider Highway."

62. RONALD REAGAN MEMORIAL HIGHWAY

Senate: No change to Joint Finance.

Assembly: Require DOT to designate and mark the route of USH 14 from the Wisconsin-Illinois border to Madison as the "Ronald Reagan Memorial Highway" in recognition and appreciation of the public career of Ronald Reagan, who served for two terms of office with distinction as the 40th President of the United States of America and who subsequently demonstrated grace and dignity in his struggle with Alzheimer's disease.

63. DELETE SINGLE LICENSE PLATE

Senate/Assembly: Delete the provision in the Joint Finance substitute amendment that would eliminate the requirement that DOT distribute two license plates for each vehicle and that two license plates

	Chg. to JFC
SEG	\$499,400

b0574

b0522

be displayed. Provide \$249,700 annually to restore funding for issuing two plates.

64. DIVISION OF MOTOR VEHICLES SERVICE CENTERS

Senate: No change to Joint Finance.

Assembly: Require DOT to maintain in regular service a Division of Motor Vehicles service center in every municipality where a service center was located as of December 1, 2006, unless an alternate plan for providing service is submitted by DOT and approved by the Joint Committee on Finance under a 14-day passive review process. Specify that if the Department closed any service center in a municipality between December 1, 2006, and the effective date of the bill, and the Department maintains no other center in that municipality on the effective date of the bill, DOT shall, as soon as possible, open a local examining center in that municipality, and may not subsequently close that center.

65. ORGAN TRANSPLANT VEHICLES TREATED AS AUTHORIZED EMERGENCY VEHICLES

Senate: No change to Joint Finance.

Assembly: Include the following vehicles related to organ transplantation in the definition of "authorized emergency vehicle:" (a) privately owned motor vehicles being used by an organ procurement organization, or by any person under an agreement with an organ procurement organization, to transport organs for human transplantation or to transport medical personnel for the purpose of performing human organ harvesting or transplantation immediately after the transportation; and (b) privately owned motor vehicles being operated in the course of a business and being used, in response to an emergency call from a treating physician or his or her designee declaring the transportation to be an emergency, to transport medical devices or equipment to a hospital or ambulatory surgery center, or to pick up medical devices or equipment for immediate transportation to a hospital or ambulatory surgery center, if the medical devices or equipment are to be used for human implantation or for urgent medical treatment immediately after the transportation.

Extend the current law privileges associated with authorized emergency vehicles (such as the authority to exceed the posted speed limit or proceed through a red light) to these vehicles, when transporting an organ for human transplantation, or when transporting medical personnel for the purpose of performing human organ harvesting or transplantation immediately after the transportation, provided that the following conditions are met: (a) the operator of the vehicle has successfully completed a safety and training course in emergency vehicle operation that is taken at a technical college or that is approved by DOT; and (b) the vehicle being operated is plainly marked, in a manner prescribed by DOT, to identify it as an authorized emergency vehicle related to organ transplantation.

Specify that these vehicles may be equipped with red or red and white warning lights and shall be so equipped if exercising the privileges associated with authorized emergency vehicles. Specify that the operator of an emergency vehicle related to organ transplantation may only use warning lights and siren when transporting an organ for human transplantation, or when transporting medical personnel for the purpose of performing human organ harvesting or transplantation immediately after the transportation. (Authorized emergency vehicles are required to be equipped with a siren under current law, a requirement that would extend to emergency vehicles related to organ transplantation.)

Specify that these provisions would first apply to vehicles operated on the effective date of the bill.

66. VEHICLE IMMOBILIZATION AND IMPOUNDMENT FOR REPEATED PARKING VIOLATIONS

Senate: No change to Joint Finance.

Assembly: Authorize the governing body of any municipality or county to adopt an ordinance that provides for the immobilization or the removal, impoundment, and disposal of vehicles owned by habitual parking violators. Define "habitual parking violator" as a person who has received, more than 28 days previously, three or more parking tickets that remain unpaid and for which the person has not scheduled an appearance in court in response to the citations. Specify that the ordinance shall be limited to motor vehicles for which all the following apply: (a) the municipality or county has cited the owner of the motor vehicle for three or more parking violations that, at the time of the vehicle's immobilization or removal, occurred more than 28 days previously and for which the owner has neither paid the forfeiture for each of these violations nor scheduled an appearance in court in response to each of these citations; and (b) the municipality or county has mailed to the last-known address of the owner at least one notice that specifies, for each citation, the date on which the citation was issued, the license number of the vehicle involved, the place where the citation may be paid, the amount of the forfeiture, and the means by which the citation may be contested. Specify that the notice must also inform the owner of the vehicle immobilization and impoundment provisions, and that the notice may be included with any other notice provided by the municipality or county to the owner.

Specify that the municipal or county ordinance shall authorize any parking enforcer who discovers any motor vehicle to which the immobilization or impoundment provisions apply that is legally or illegally parked on any portion of the street, highway, or publicly owned or leased parking facility within the corporate limits of the municipality or county to cause the motor vehicle to be immobilized with an immobilization device or removed to a suitable place of impoundment, or both. Specify that the parking enforcer shall be required to provide notice of the immobilization or impoundment to the chief of police or sheriff and, in cases of impoundment, notice of the name and last-known address of the vehicle owner to the towing service. Specify that the ordinance shall also: (a) specify whether the municipality or county

may contract with a third party for the performance of services related to immobilization or removal of motor vehicles, which shall be rendered only at the request of a parking enforcer; (b) provide for a reasonable removal fee, if any, that will be charged to remove an immobilization device placed on a vehicle; (c) provide for the recovery of reasonable towing or storage charges associated with the removal or impoundment of a vehicle, and of reasonable charges associated with disposal of a vehicle; and (d) require that, if the vehicle is immobilized, the parking enforcer or a third-party contractor place a written notice on the vehicle, in a highly visible location and in a reasonably secure manner, that: (1) warns any driver of the vehicle that the immobilization device has been placed on the vehicle; (2) provides information on the unpaid parking tickets associated with the vehicle or a telephone number at which an individual is available to provide such information 24 hours a day; and (3) states the amount of the immobilization device removal fee, if any, that is in addition to any amount of unpaid traffic tickets. Specify that the owner of any motor vehicle immobilized or removed under these provisions is responsible for all charges associated with immobilizing, removing, impounding, and disposing of the motor vehicle and that any charges not recovered from the sale of the motor vehicle may be recovered in a civil action by the municipality or county against the owner. Specify that the ordinance related to immobilization may prohibit any person from removing, disconnecting, tampering with, or otherwise circumventing the operation of an immobilization device, except upon release of the motor vehicle to the owner or to make necessary repairs to a malfunctioning immobilization device.

Specify that the municipal or county ordinance must prohibit the municipality or county from issuing a parking ticket for a vehicle that has been immobilized in a time-limited, legal parking space, within the first four hours after the vehicle is immobilized and during any hours in which the municipal court or clerk's office of the circuit court that would be contacted to arrange an appearance related to unpaid tickets is not open for regular business. Specify that the ordinance must require the municipality or county, or a third-party contractor, to remove an immobilization device, or provide sufficient information to allow the vehicle owner to remove the device, without undue delay, not to exceed three hours, after receiving notice that the person has satisfied the requirements for release.

Specify that the owner of a motor vehicle that has been immobilized or removed and impounded for repeated unpaid parking tickets may secure release of the vehicle by paying any charges related to the immobilization or impoundment and all forfeitures for unpaid tickets, or by scheduling an appearance in court in response to the unpaid tickets. Specify that the court, in cases where an immobilized or impounded vehicle was released because the owner scheduled a court appearance on the unpaid tickets, but for which the owner failed to appear in court as scheduled or failed to comply with the court order with respect to the unpaid tickets, may order a law enforcement officer, or an authorized employee or contractor of the municipality or county, to immobilize the motor vehicle or have the vehicle removed and impounded. Specify, in addition, that the municipality or county may have the vehicle immobilized or impounded in these circumstances. Specify that if a court orders a vehicle to be immobilized under these circumstances, the court shall order a law enforcement officer, or an

authorized employee or contractor of the municipality or county to remove the immobilization device if the vehicle owner subsequently complies with the court order.

Specify that current law procedures and provisions related to the impoundment and disposal of unregistered vehicles apply to the impoundment for repeated unpaid parking tickets, except for the requirements related to the release of the vehicle, and that the current law procedures related to the removal and storage of vehicles as the result of a parking violation apply to vehicles removed and stored for repeated unpaid parking tickets. Specify that current law provisions related to the use of immobilization devices in a parking area not on a highway do not apply to the immobilization of vehicles for repeated unpaid parking tickets.

67. OPERATING AN AIRCRAFT WHILE INTOXICATED

Senate: No change to Joint Finance.

Assembly: Adopt provisions of 2007 Assembly Bill 89, as follows:

10769
Modify provisions that prohibit the operation of an aircraft while under the influence of intoxicating liquor or controlled substances to also prohibit the operation of an aircraft with a prohibited alcohol concentration. Define "prohibited alcohol concentration" for the purposes of this provision as an alcohol concentration of 0.04 or more if there is no passenger in the aircraft or more than 0.0 if there is a passenger in the aircraft. Modify current law penalties for violations of the prohibition against operating an aircraft while under the influence of intoxicating liquor or controlled substances to create the same penalties for operating under the influence or with a prohibited alcohol concentration and to make those forfeitures, fines, and terms of imprisonment conform to current law forfeitures, fines, and terms of imprisonment for operating a motor vehicle while under the influence of intoxicating liquor or with a prohibited blood alcohol concentration, including penalty enhancers for having a minor passenger and having a blood alcohol concentration over certain thresholds. Require courts, for a person convicted of an offense of operating an aircraft while under the influence of intoxicating liquor or with a prohibited blood alcohol concentration, to order an assessment of the person's alcohol use and apply the same provisions and procedures to such assessments that apply under current law for assessments under the state's motor vehicle operating while intoxicated law. Specify that offenses of operating an aircraft while under the influence of intoxicating liquor or with a prohibited blood alcohol concentration shall be included in the list of offenses that are counted as prior offenses for the purposes of determining the penalties for convictions of operating a motor vehicle while intoxicated, and related offenses.

Modify penalty provisions related to the reckless operation of an aircraft to specify that a person may be required to: (a) forfeit not less than \$25 nor more than \$200 for a first offense, instead of paying a fine of not less than \$10 nor more than \$100, under current law; and (b) pay a fine of not less than \$50 nor more than \$500 or be imprisoned for not more than one year in the county jail, or both, for a second or subsequent offense in a four-year period.

68. MOTORCYCLE SAFETY GRANT

Senate: No change to Joint Finance.

b0667
Assembly: Modify a provision in the Joint Finance substitute amendment that would require DOT to award a grant of \$75,000 annually during the 2007-09 biennium to a motorcycling organization for a "rider-to-rider" campaign to reduce impaired motorcycle riding by educating motorcyclists about the dangers of impaired riding, to eliminate the requirement that the grant be provided using state funds if federal funds are not provided for the grant. Transfer \$75,000 SEG annually from the Joint Committee on Finance supplemental appropriation to the Department's appropriation for the State Patrol to reverse the part of the provision related to providing the grant with state funds.

Gary, Aaron

From: Walsh, Patrick
Sent: Friday, October 12, 2007 4:08 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Jon, is going to get to you regarding this.

From: Gary, Aaron
Sent: Friday, October 12, 2007 3:55 PM
To: Walsh, Patrick; Dyck, Jon
Subject: RE: Drafting Instructions for Transportation Bill .doc

Because it was in the original instructions, I assume the 1 year payment of debt service for major/rehab projects from the transportation fund is included in the bill (created s. 20.395 (6) (bq)). Correct?

Aaron R. Gary
Legislative Attorney
Legislative Reference Bureau
608.261.6926 (voice)
608.264.6948 (fax)
aaron.gary@legis.state.wi.us

From: Walsh, Patrick
Sent: Friday, October 12, 2007 1:07 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Aaron,

The answer to question 1 is yes . The appropriation conversions are eliminated.

In regards to question number 2 the supplemental title fee should be increased by \$2 and nothing else needs to be done.

Please feel free to contact Jon Dyck at Fiscal Bureau. I consulted with him on your questions.

Once again, I am very sorry for asking you to do such a monumental task in such a short time.

Pat

From: Gary, Aaron
Sent: Friday, October 12, 2007 12:49 PM
To: Walsh, Patrick
Cc: Dyck, Jon

10/12/2007

Subject: RE: Drafting Instructions for Transportation Bill .doc

Pat,

In short, I can still make these changes. This part of the bill was the most complex and time-consuming part, and that's one of the reasons I specifically referred to it below. I had to work until 4:00 am to get the bill in shape to be assembled and preliminarily edited today so that we can complete the process over the weekend. Now there will be significant additional time and effort unwinding this and it will delay when you receive the bill, but I can assure you that you will have it on Monday morning.

Just to be clear:

1. You want the appropriation conversions eliminated from the bill, right?
2. Do you also want to eliminate all the supplemental title fee transfer treatments (transferring \$ from trans fund in FY07-08 then again from general fund in FY08-09)? (That is, do you want to eliminate *all* of the treatments related to transfer of the supplemental title fee?) If you are unsure, you might wish to consult with DOA on that issue (they make the transfer), but I'll need an answer yet today.

Thanks. Aaron

Aaron R. Gary
Legislative Attorney
Legislative Reference Bureau
 608.261.6926 (voice)
 608.264.6948 (fax)
 aaron.gary@legis.state.wi.us

From: Walsh, Patrick
Sent: Friday, October 12, 2007 12:24 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Aaron, Jon Dyck called and spotted an error in the drafting instructions. We do not need to do any transfers of transportation fund revenue to the general fund. I apologize for this oversight.

I knew the governor had built his special session budget bill on the assumptions that no transfers were needed to the general fund but I didn't include it in the drafting request.

Is it still possible to have the bill ready for Monday?

Once again I am very sorry for this. I know you have a ton of work to do and this will make a difficult request even harder.

Patrick Walsh

From: Gary, Aaron
Sent: Thursday, October 11, 2007 1:57 PM
To: Walsh, Patrick; Dyck, Jon
Cc: Hanaman, Cathlene
Subject: RE: Drafting Instructions for Transportation Bill .doc

Pat,

10/12/2007

Our staff will be running the program to engross the senate and assembly amendments this afternoon. This process will be based on the instructions in the attachment to your e-mail. After the computer program is run, it is much more difficult to try to "unwind" the bill to make changes. To the extent you think there might be any modifications to what you've given me, please let me know ASAP or let me know that further information still needs to be provided before engrossing. Tweaks in numbers, etc. are easy to fix - but if you think there will be changes in which house's position you want or in any bigger items (e.g. registration fees, appropriation conversions, etc.), I need to know that now, as I will hold off on the engrossing until I have more definitive instructions.

As discussed, the LRB cannot produce the ch. 20 schedule. I have talked to Jon about obtaining a schedule. I'm not sure exactly what can be done or how fast, but it will not be something originated by the LRB.

Also as discussed and as I discussed with Jon, I would like to take my drafting instructions directly from the LFB. I think that is the most efficient way to make sure that we all clearly understand what is to be done in the bill.

Also as discussed, this is a daunting task, with lots of work ahead. I did receive your voice mail and understand that the senate may take this up on Monday, in one context or another. At this time, I believe that I can have the bill for you by Monday as requested. However, any changes from what you've requested at this point could significantly delay that schedule. In addition, the size and complexity of the bill and the exceedingly short time frame will affect the quality of the product, including the analysis and the thoroughness of review and editing.

Aaron

Aaron R. Gary
Legislative Attorney
Legislative Reference Bureau
608.261.6926 (voice)
608.264.6948 (fax)
aaron.gary@legis.state.wi.us

From: Walsh, Patrick
Sent: Wednesday, October 10, 2007 1:52 PM
To: Gary, Aaron; Dyck, Jon
Subject: Drafting Instructions for Transportation Bill .doc

10/12/2007

STATE OF WISCONSIN - LEGISLATIVE REFERENCE BUREAU

LRB

Research (608-266-0341)

Library (608-266-7040)

Legal (608-266-3561)

LRB

Letter

Decker: affected drafts for changes

conversions

07-1471 # 60350

07-1501 # 60476

supp title transfer

07-1470 # 60511

07-1565

Yank per e-mails

Gary, Aaron

From: Dyck, Jon
Sent: Friday, October 12, 2007 4:02 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Actually, it should not be. I confirmed this with Pat. Sorry for the confusion.

Also, because I had to essentially fill in a lot of numbers into the Chapter 20 manually, I'm finding some errors (or at least one). I hope to have the discrepancies figured out soon. I'll let you know. Any changes, like the \$75,000 annual change in State Patrol that I told you about, will also affect the totals. Do you want me to send you the correct totals with the changes, or should I resend the whole Chapter 20, with the correct totals?

Jon Dyck
 Fiscal Analyst
 Legislative Fiscal Bureau
 1 East Main, Suite 301
 Madison, WI 53703
 (608) 266-9919
 jon.dyck@legis.wisconsin.gov

changes sent

From: Gary, Aaron
Sent: Friday, October 12, 2007 3:55 PM
To: Walsh, Patrick; Dyck, Jon
Subject: RE: Drafting Instructions for Transportation Bill .doc

Because it was in the original instructions, I assume the 1 year payment of debt service for major/rehab projects from the transportation fund is included in the bill (created s. 20.395 (6) (bq)). Correct?

Aaron R. Gary
 Legislative Attorney
 Legislative Reference Bureau
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 608.264.6948 (fax)
 aaron.gary@legis.state.wi.us

From: Walsh, Patrick
Sent: Friday, October 12, 2007 1:07 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Aaron,

The answer to question 1 is yes . The appropriation conversions are eliminated.

10/12/2007

Gary, Aaron

From: Dyck, Jon
Sent: Friday, October 12, 2007 2:55 PM
To: Walsh, Patrick; Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

First change, modify the provision (from the Senate amendment) that requires DOT to award a grant of \$800,000 to the City of Kenosha to make the amount \$950,000 instead.

Second, here's the text, in motion form:

Move to allow the Mars Cheese Castle business in Kenosha County to relocate its on-premise advertising signs located near the intersection of I-94 and STH 142 in Kenosha County, notwithstanding any local, county, or state restrictions on the signs.

Third:

Move to require the Department of Transportation to award a grant of \$1,200,000 during the 2007-09 biennium to the Village of Pleasant Prairie for an improvement project on 85th Street between 65th Avenue and 51st Avenue. Specify that the grant shall be made from the municipal subcomponent of the discretionary component of the local roads improvement program

Jon Dyck

Fiscal Analyst
Legislative Fiscal Bureau
1 East Main, Suite 301
Madison, WI 53703
(608) 266-9919
jon.dyck@legis.wisconsin.gov

From: Walsh, Patrick
Sent: Friday, October 12, 2007 2:44 PM
To: Gary, Aaron
Cc: Dyck, Jon
Subject: RE: Drafting Instructions for Transportation Bill .doc

Aaron,

I just received three additions for the transportation budget from the Assembly that my boss has agreed to add in. Jon has information on them and will be e-mailing that information to you. If any of these provisions would not enable you to get the bill drafted by Monday morning do not add them.

Once again I am sorry for asking you to do all this work on short notice. If you have any questions please feel free to call me this weekend. My cell phone number is 608-772-0419.

Thank you.

Pat

From: Gary, Aaron

10/12/2007

Gary, Aaron

From: Dyck, Jon
Sent: Thursday, October 11, 2007 4:31 PM
To: Gary, Aaron
Subject: chapter 20 for DOT

Attachments: Decker chapter 20.xls

The attached spreadsheet is the Chapter 20 for the Decker bill. I honestly don't know if this helps you at all. I'm hoping you or somebody at LRB knows what to do with it. If this doesn't help, then perhaps we can try something else. Let me know.

In addition to the DOT Chapter 20, we need to create a Chapter 20 entry for s. 20.865 (4)(u). The amounts should be \$9,880,300 in 2007-08 and \$24,403,200 in 2008-09.



Decker chapter
20.xls (58 KB)

↑ #s changed

Jon Dyck
Fiscal Analyst
Legislative Fiscal Bureau
1 East Main, Suite 301
Madison, WI 53703
(608) 266-9919
jon.dyck@legis.wisconsin.gov

Gary, Aaron

From: Dyck, Jon
Sent: Friday, October 12, 2007 4:32 PM
To: Gary, Aaron
Subject: RE: Drafting Instructions for Transportation Bill .doc

Couple of Chapter 20 changes:

20.395
 (4)(aq) change the amount in 2008-09 from \$62,199,900 to \$62,098,500

(6)(au) change the amount in 2007-08 from \$16,920,200 to \$16,920,800

For totals, program 4 should be (changes are underlined):

(4) PROGRAM TOTALS

SEGREGATED FUNDS	114,151
FEDERAL	12,920
OTHER	62,557
SERVICE	38,299
LOCAL	365
TOTAL-ALL SOURCES	114,151

Program 5:

(5) PROGRAM TOTALS

PROGRAM REVENUE	2,632
OTHER	2,340
SERVICE	280
SEGREGATED FUNDS	<u>158,760</u>
FEDERAL	12,552
OTHER	<u>146,208</u>
LOCAL	
TOTAL-ALL SOURCES	<u>161,392</u>

Program 6:

(6) PROGRAM TOTALS

GENERAL PURPOSE REVENUES	85,490
SEGREGATED FUNDS	<u>22,362</u>
OTHER	<u>22,362</u>
TOTAL-ALL SOURCES	<u>107,852</u>

10/12/2007

Department Totals:

20.395 DEPARTMENT TOTALS

GENERAL PURPOSE REVENUES	85,49
PROGRAM REVENUE	4,48
OTHER	4,19
SERVICE	28
SEGREGATED FUNDS	<u>2,582,80</u>
FEDERAL	771,11
OTHER	<u>1,531,88</u>
SERVICE	173,52
LOCAL	106,28
TOTAL-ALL SOURCES	<u>2,672,77</u>

That's it. Hopefully that's it, anyway.

Jon Dyck

Fiscal Analyst

Legislative Fiscal Bureau

1 East Main, Suite 301

Madison, WI 53703

(608) 266-9919

jon.dyck@legis.wisconsin.gov

From: Gary, Aaron**Sent:** Friday, October 12, 2007 4:10 PM**To:** Dyck, Jon**Subject:** RE: Drafting Instructions for Transportation Bill .doc

Please just send the changes, not the whole schedule. We can much more easily change them item by item if we know which ones to change.

Aaron R. Gary

*Legislative Attorney**Legislative Reference Bureau*

608.261.6926 (voice)

608.264.6948 (fax)

aaron.gary@legis.state.wi.us

From: Dyck, Jon**Sent:** Friday, October 12, 2007 4:02 PM**To:** Gary, Aaron**Subject:** RE: Drafting Instructions for Transportation Bill .doc

10/12/2007

Nonsubmittal Form

LPSes: DO NOT FORWARD THIS DRAFT FOR SUBMITTAL, UNLESS INSTRUCTED TO DO SO BY THE DRAFTING ATTORNEY.

- [1] Return everything to the primary drafting attorney.**

After you have completed typing this draft, return the camera-ready copy to the primary drafting attorney, along with the drafting file. Also, forward the electronic file to the primary drafting attorney for the task of drafting.

OR

- [2] Return only the camera-ready copy to the primary drafting attorney.**

After you have completed typing this draft, clip this form to the camera-ready copy and return these materials to the primary drafting attorney. Place the drafting file in the HOLD basket in the LPS room. Forward the electronic file to Typing — lrb_lps, so that the electronic file can be viewed by all LPSes.

When the attorney finishes reviewing the draft, the attorney will bring the camera-ready copy back to the LPS room. If the attorney has found any typos or minor corrections, correct the draft as indicated and print out a new camera-ready copy. Take the final camera-ready copy, retrieve the drafting file from the HOLD basket in the LPS room, discard this form, place the camera-ready copy and the drafting file in the PA submit basket, and forward the electronic file to the PAs for submitting. (If, after reviewing the draft, the attorney decides to redraft it, give the attorney the drafting file and forward the electronic file to the attorney for drafting.)

DRAFTER'S NOTE
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-3299/P1dn

ARG:.....

gs

Please review the attached draft carefully to ensure that it is consistent with your intent.

There are a number of provisions in this draft related to the supplemental title fee transfer, but none of these provisions provide for quarterly reporting. I recommend that you consult with DOA regarding the supplemental title fee transfer.

This draft does not include the provision in the Joint Finance Committee substitute amendment related to truck weight limits on USH 2 because the same provisions have already been enacted as 2007 Wisconsin Act 16. ✓

The attached draft generally does not address position authorizations, but I have retained position authorization changes for certain DNR positions in bill section 9135 (4t). Is this okay?

A ch. 20 schedule still needs to be inserted in this draft. I believe we have the necessary information to generate the schedule and LRB staff are currently working on it.

Please let me know if you would like any changes made to the attached draft or if you have any questions. If the attached draft meets with your approval, let me know and I will convert it to an introducible "/1" draft.

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