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***** ANALYSIS FROM -1183/5 *****

STET

TAXATION

PROPERTY TAXATION

This bill creates an appropriation for DOR for technology expenses necessary to create an integrated property assessment system and to publish the Wisconsin Property Assessment Manual on the Internet.

***** ANALYSIS FROM -1503/1 *****

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TAXATION

OTHER TAXATION

This bill allows DOR to charge a filing fee for sales tax returns that are submitted to DOR on paper.

***** ANALYSIS FROM -0729/1 *****

STET

TAXATION

OTHER TAXATION

This bill renumbers the appropriation to DOR for the costs of administering the Tax Incremental Financing Program so that the appropriation is listed in the statutes with other appropriations related to state and local finance rather than with appropriations related to collecting taxes.

***** ANALYSIS FROM -0992/3 *****

TRANSPORTATION

HIGHWAYS

Current law provides that among the sources for funding southeast Wisconsin freeway rehabilitation projects, DOT may contract up to \$213,100,000 in public debt for the purpose of funding the Marquette interchange reconstruction project.

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sep. 228

This bill ^{also} increases from \$213,100,000 to \$303,300,000 the limit for this
authorized general obligation bonding ^{limit} and allows proceeds from this bonding to also
 be used to fund ~~another southeast Wisconsin freeway rehabilitation project~~ the
~~reconstruction~~ of the I 94 north-south corridor. ^{project}

*** ANALYSIS FROM -0424/1 ***

TRANSPORTATION
HIGHWAYS

Current law includes specific provisions applicable to southeast Wisconsin freeway rehabilitation projects, including the Marquette interchange reconstruction

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project. A "southeast Wisconsin freeway" is a state trunk highway, located in
 Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, or Waukesha
 county, that has four or more lanes of traffic, has limited highway access points, and
 is separated by a median. ^{Also,}

DOT generally may not expend moneys, other than bonding proceeds, for any southeast Wisconsin freeway rehabilitation project that involves adding lanes five miles or more in length to an existing freeway absent enumeration of the project by the legislature. Currently no such projects are enumerated.

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from P. 227

This bill enumerates two southeast Wisconsin freeway rehabilitation projects:
> the Zoo interchange project in Milwaukee County; and the I 94 north-south corridor
> project in southeastern Wisconsin.

*** ANALYSIS FROM -0991/3 ***

TRANSPORTATION

HIGHWAYS

Under current law, the Building Commission may issue revenue bonds for
major highway projects and transportation administrative facilities in a principal
amount that ^{with certain exclusions,} may not exceed \$2,324,377,900.

This bill increases the revenue bond limit from \$2,324,377,900 to
\$2,708,341,000.

*** ANALYSIS FROM -1565/3 ***

TRANSPORTATION

HIGHWAYS

Under current law, ~~the state, under specified circumstances, may contract~~
^{certain} public debt ~~for the purpose of funding~~ ^{to fund} major highway projects and state highway
rehabilitation projects. Prior to July 1, 2005, principal and interest costs incurred
in financing this debt (debt service) were paid from the transportation fund.

Beginning on July 1, 2005, debt service on this debt is paid from the general fund.

This bill creates an annual appropriation ^{to pay some or all of this} from the ~~segregated~~ transportation
fund ~~for the payment of debt service on this debt.~~ ~~The sum sufficient appropriation~~

under current law for payment of debt service on this debt is reduced by the amount appropriated under the annual appropriation.

*** ANALYSIS FROM -1687/1 ***

TRANSPORTATION

HIGHWAYS

Under current law, DOT administers a local roads improvement program (LRIP), which includes an entitlement component and a nonentitlement (discretionary) component. Under the discretionary component, DOT allocates specified amounts in each fiscal year to fund eligible county trunk highway improvements, town road improvements, and municipal street improvements.

(no P) This bill ^{also} requires DOT to award a grant of \$60,000 ^{money's} from amounts appropriated for the discretionary component of the LRIP ^{to} the first eligible applicant that applies for a grant for the improvement of a road accessing a state veterans cemetery in Washburn County.

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*** ANALYSIS FROM -0003/3 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

^{Under} On May 11, 2005, the federal REAL ID Act of 2005 (the act) was signed into law. ^{on May 11, 2008,} Beginning ~~three years after the date of enactment,~~ a federal agency may not accept, for any "official purpose," a motor vehicle operator's license or identification card issued by a state to any person unless the state satisfies requirements contained in

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the act. Under the act, an “official purpose” includes accessing federal facilities, boarding federally regulated commercial aircraft, and any other purpose identified by the federal Department of Homeland Security (DHS). State compliance with requirements under the act must be certified by the state to DHS. This bill incorporates into state law the requirements contained in the act necessary for federal agencies to recognize for an “official purpose” operator’s licenses and identification cards issued by this state.

Under current law, an applicant for an operator’s license or identification card issued by DOT must provide certain information, including the person’s full name, residence address, date of birth, sex, physically descriptive information, and social security number or a statement that the person does not have a social security number. DOT must also take a photograph of each applicant for an identification card and, with certain exceptions, of each applicant for an operator’s license. In addition, as a result of 2005 Act 126, an applicant for an operator’s license or identification card must present documentary proof that the person is either a United States citizen or legally present in the United States. DOT may not issue an operator’s license to an applicant who has not provided this documentary proof of citizenship or legal presence, who is not a resident of this state, or who has not

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provided satisfactory proof of his or her name and date of birth. Each operator's license and identification card issued by DOT must contain, on the front side, the person's full name, date of birth, residence address, a color photograph of the person (unless an exception applies), a physical description of the person (including sex), the license or card number, a facsimile of the person's signature or a space to immediately write the signature, the date of issuance, and the expiration date.

Under current law, DOT may issue a receipt to any applicant for an operator's license, which receipt constitutes a temporary license to operate a motor vehicle while the license application is being processed. This temporary license is not valid for more than 30 days.

Under this bill, DOT may not complete the processing of an application for initial issuance or renewal of an operator's license or identification card received by DOT after May 10, 2008, ^{issue or renew an operator's} and no such license or identification card may be issued or renewed, unless the applicant presents or provides, and DOT verifies, all of the following information:

1. An identification document that includes either the applicant's photograph or both the applicant's full legal name and date of birth.

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2. Documentation showing the applicant's date of birth, which may be the identification document in item 1.
3. Proof of the applicant's social security number or verification that the applicant is not eligible for a social security number.
4. Documentation showing the applicant's name and address of principal residence.
5. Valid documentary proof that the individual is a citizen or national of the United States or an alien lawfully admitted for permanent or temporary residence in the United States or has any of other specified forms of legal status or authorization.

DOT must, in processing the application for an operator's license or identification card, capture a digital image of each document presented ~~or provided~~. These digital images must be retained, in electronic storage and in a transferable format, in the applicant's file or record for at least ten years. DOT must verify each document required to be presented ~~or provided~~ to DOT in the manner and to the extent required under federal law. DOT must record in the applicant's file or record the date on which verification is completed. DOT may issue a receipt effective as a temporary operator's license or identification card for the period during which DOT

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processes an application. The bill also allows DOT to promulgate rules requiring applications for reinstatement of operator's licenses or identification cards, issuance of occupational licenses, reissuance of operator's licenses, or issuance of duplicate licenses to be processed in the same manner.

The bill does not require that DOT follow this procedure for processing an application for initial issuance or renewal of an operator's license or identification card received by DOT after May 10, 2008, if in connection with a prior application after May 10, 2008, the applicant previously presented or provided, and DOT verified, all of this information and DOT recorded the date on which the verification procedures were completed in DOT's file or record of the applicant. However, DOT must establish an effective procedure to confirm or verify such an applicant's renewal information.

The bill requires that, for certain noncitizen applicants who present or provide specified forms of status or authorization of legal presence in the United States, DOT issue operator's licenses or identification cards displaying, on the front of the license or card, a legend identifying the license as temporary. An operator's license or identification card displaying such a legend may not be renewed unless the applicant

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7 presents or provides valid documentary proof showing that DHS extended the status

7 by which the applicant qualified for the license or identification card. Although

7 (no P) Under current law, as a result of 2005 Act 126, an operator's license or

7 identification card issued to a noncitizen generally must expire on the date that the person's

7 legal presence in the United States is no longer authorized, unless the documentary

7 proof provided to show authorized legal presence does not state an end date for the

7 person's authorized legal presence.

7 (no P) Under this bill, under certain circumstances, an operator's license or identification card issued to a noncitizen

7 displaying a legend identifying the license or card as temporary must expire on the

7 date that the person's legal presence in the United States is no longer authorized or,

7 if the documentary proof provided to show authorized legal presence does not state

7 an end date for the person's authorized legal presence, one year after the date of

7 license or identification card issuance. The bill also specifies that DOT must cancel

7 an operator's license or identification card upon receiving information from a local,

7 state, or federal government agency that the applicant no longer satisfies the legal

7 presence requirements for issuance of a license or identification card.

7 Under current law, most operator's licenses issued by DOT must be renewed

7 every eight years, and identification cards must be renewed every four years. To

renew most operator's licenses, DOT must administer an examination of the applicant's eyesight and take the applicant's photograph.

Under this bill, for any license renewal at other than an eight-year interval based upon a license expiration related to the period of the person's authorized legal presence, DOT may determine whether to take the applicant's photograph or to examine the applicant, or both, at the time of the renewal, so long as the applicant's photograph is taken, and the applicant is examined, with a license renewal at least once every eight years and the applicant's license at all times includes a photograph. For any identification card renewal at other than a four-year interval based upon a license expiration related to the period of the person's authorized legal presence, DOT may determine whether to take the applicant's photograph at the time of the renewal, so long as the applicant's photograph is taken with a card renewal at least once every four years and the applicant's card at all times includes a photograph.

The bill specifies that each operator's license or identification card must include the applicant's full legal name, principal residence address, and signature. Every operator's license and identification card must also include a digital color photograph of the applicant, including facial image capture. The bill also specifies that an applicant who does not provide a social security number must provide the basis for

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his or her ineligibility for a social security number. The bill retains the requirement under current law that the operator's license expiration date appear on the license, which usually will coincide with the date of expiration of a noncitizen's authorized legal presence. However, where the date of expiration of a noncitizen's authorized legal presence is later than the date of expiration of the operator's license, the bill eliminates any requirement created under 2005 Act 126 that the date of expiration of the person's authorized legal presence appear on the license in addition to the date of expiration of the license.

Under current law, each operator's license must be, to the maximum extent practicable, tamper proof. This bill requires that each operator's license and identification card contain physical security features consistent with any requirement under federal law.

Under current law, DOT may not issue an operator's license to a person previously licensed in another state unless the person surrenders to DOT any valid operator's license issued to the person by another state. This bill prohibits DOT from issuing an identification card to a person previously licensed in another state unless the person surrenders to DOT any valid operator's license issued to the person by another state.

Under current law, DOT must, upon request, provide to the commercial driver license information system and the driver licensing agencies of other states any applicant or driver record information maintained by DOT. This bill specifies that DOT must, upon request, provide to any driver licensing agency of another state, the District of Columbia, any province of Canada, or any U.S. commonwealth, territory, or possession electronic access to any record or file of an operator's license or identification card applicant, including any photograph, signature, or social security number appearing in such a record or file. The bill also allows DOT to provide to DHFS certain applicant information for the sole purpose of verification by DHFS of birth certificate information.

The bill requires that DOT record in each licensee's operating record, and in each identification card holder's record, the information in all data fields printed on the person's license or card. DOT must also record in each person's operating record any demerit points assessed to the person.

The bill requires DOT to implement certain security procedures with regard to the issuance of operator's licenses and identification cards. The bill requires DOT to perform background investigations, which may include the use of fingerprint analyses by the Federal Bureau of Investigation, on any person who is hired to fill

or authorizes

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employees or new hires
a position in the division of DOT responsible for issuing operator's licenses and

identification cards (presently the Division of Motor Vehicles, DMV). In addition, at

any interval determined appropriate by DOT, DOT may conduct additional background investigations of these newly hired DMV employees and of any other DMV employees. The background investigations are for the purpose of verifying identity and obtaining criminal histories.

(no 9) DOT must also require, as a precondition to allowing access to any information system in which is stored information maintained by DMV, that any person to whom access is granted submit to a background investigation conducted by the person's employer. This background investigation may include having the person

fingerprinted and having the fingerprints submitted to the FBI for purposes of verifying the person's identity and obtaining records of his or her criminal arrests and convictions. The employer must certify the results of the background

investigation and based upon these results, DOT may deny or restrict access to DMV information. DOT must promulgate rules governing these background

investigations and the confidentiality of background information obtained by employers or by DOT.

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Under current law, to renew most operator's licenses, DOT must administer an examination of the applicant's eyesight and make provisions for giving eyesight examinations at examining stations in each county. The applicant generally must appear at the examining station nearest his or her residence. Under this bill, DOT eyesight examinations at examining stations are not required to be provided in each county, and the applicant need not appear at the examining station nearest his or her residence. The bill also extends, from 10 days to 30 days, the period in which an applicant or holder of an operator's license or identification card must inform DOT of a change of address or name.

*** ANALYSIS FROM -0973/3 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Under current law, DOT collects various fees related to operator's licenses, including fees for the issuance or renewal of an operator's license, reinstatement of an operating privilege, adding operator's license endorsements, and removing operator's license restrictions.

This bill creates a new federal security verification mandate fee of \$10, in addition to any other applicable fee, that must be paid to DOT for the issuance,

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- 7 renewal, upgrading, or reinstatement of any operator's license, endorsement, or
- 7 instruction permit, or identification card

~~Under current law, DOT may issue an identification card to a resident of this state who does not possess a valid operator's license containing the person's photograph. An identification card is valid for four years and may be renewed for additional four-year periods. The fee for issuance or renewal of an identification card is \$9.~~

~~Under this~~ bill, ^{the bill} also extends, from ~~four years~~ to eight years, and for each renewal

period, is eight years and the fee for issuance or renewal is \$18. The bill also creates a new federal security verification mandate fee of \$10, in addition to any other applicable fee, that must be paid to DOT for the issuance, renewal, or reinstatement of an identification card.

*** ANALYSIS FROM -0982/2 ***

TRANSPORTATION
DRIVERS AND MOTOR VEHICLES

Under current law, a person pays a \$55 annual fee to DOT to register his or her automobile. The fee for a motor truck or dual purpose motor home varies depending on the vehicle's weight: for a vehicle that weighs not more than 4,500 pounds, the annual fee is \$48.50; for a vehicle that weighs not more than 6,000 pounds, the

annual fee is \$61.50; and for a vehicle that weighs not more than 8,000 pounds, the annual fee is \$77.50. A person may pay up to \$1,969.50 to register a heavier vehicle.

This bill increases the annual fee for registering an automobile from \$55 to \$75 and changes the annual fee for registering a motor truck or dual purpose motor home that weighs not more than 4,500 pounds from \$48.50 to \$75, for a vehicle that weighs not more than 6,000 pounds from \$61.50 to \$84, and for a vehicle that weighs not more than 8,000 pounds from \$77.50 to \$106.

*** ANALYSIS FROM -0011/3 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

This bill requires the state, through DOT, to enter into the national Driver License Agreement (DLA) that establishes standards for the treatment and exchange of driver licensing and conviction information and other data pertinent to the licensing process. The DLA is developed, facilitated, and promoted by the American Association of Motor Vehicle Administrators. The general purpose statement of the DLA espouses the national interest that all states participate in a reciprocal program of cooperation to promote highway safety, to provide for the fair and impartial treatment of drivers operating within their respective borders, and to implement minimum identification and security standards for operator's licenses

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and identification cards. The DLA identifies its core principles as including the following: cooperation among all states to promote compliance with traffic citations in all states; reciprocal recognition of operator's licenses and offenses among states; recognition by all states of one operator's license and one driver control record for each driver; utilization of identity verification processes in issuing operator's licenses and identification cards; consistent treatment of traffic offenses and other offenses among states for purposes of driver control records and penalties; and uniformity among states concerning the exchange of operator's license, identification card, conviction, and other records and data.

> (no P) The DLA requires all participating states to recognize certain kinds of violations relating mostly to operating motor vehicles and the administrative actions taken in response to those violations, such as suspension or revocation of a person's operating privilege by the appropriate state agency (DLA Code violations). Under the DLA, when a person who is licensed in one state that is a party to the DLA commits a DLA Code violation in another party state, the licensing state takes any administrative action in response to the violation, based on information provided by the state in which the violation occurred. Any administrative action by a party state

is recognized by all other party states. The DLA also generally provides that records concerning a licensed driver are maintained only by the licensing state.

This bill requires DOT to promulgate rules that identify the violations and administrative actions under this state's laws that the DLA requires to be recognized as DLA Code violations and that describe the equivalent violations and administrative actions under the laws of other member states that DOT must recognize as DLA Code violations when the offense is not committed in this state.

Current law allows or requires DOT or a court, in a variety of circumstances, to suspend or revoke the operating privilege of any person, whether a resident or nonresident, who commits specified offenses in this state. In addition, in a variety of circumstances, current law allows or requires DOT to suspend or revoke the operating privilege of a resident for committing specified offenses in other jurisdictions and allows or requires DOT or a court to treat convictions in other jurisdictions as prior offenses. DOT may or must suspend or revoke the operating privilege of a nonresident, except with respect to a commercial driver license (CDL), upon receiving notice of a conviction for certain offences in another jurisdiction.

This bill substantially modifies, to correspond to the state's joinder of the DLA, the procedure for DOT's administrative suspensions and revocations of motor vehicle

operating privileges. Under the bill, DOT may generally suspend or revoke the operating privilege only of persons who hold an operator's license issued by DOT or are residents of this state and do not hold an operator's license issued by another jurisdiction (Wisconsin licensees or residents). A nonresident who commits a violation in this state is generally subject to the penalty provided for the violation except that, in lieu of suspension or revocation of the nonresident's operating privilege in this state, notice is provided to the person's state of licensure or residency. However, if the nonresident's state of licensure or residency is not a member of the DLA, or if the offense is not a DLA code violation, DOT may suspend or revoke the nonresident's operating privilege. The bill also allows certain offenses committed in other jurisdictions that, if committed in this state, would have been violations in this state to be grounds for suspension or revocation by DOT and to be counted as prior violations for purposes of court-ordered suspensions or revocations.

Under the bill, although a nonresident is technically disqualified as a matter of law from operating a commercial motor vehicle (CMV) upon conviction of specified offenses related to a CMV or CDL, the nonresident is not ordered administratively disqualified by DOT, and DOT does not record the disqualification of the nonresident in DOT's driver records unless required to do so by federal law. If DOT receives a

record of conviction of a nonresident for an offense not required by federal law to be recorded in DOT's records, DOT must provide notice of the conviction and disqualification as a matter of law to the person's jurisdiction of licensure or residency. The bill also adds certain convictions in other jurisdictions that may result in disqualification. The bill allows certain offenses committed in other jurisdictions that, if committed in this state would have been violations in this state, to be grounds for disqualification.

Under current law, upon conviction of a person for a traffic violation or other specified violation, the court must forward the record of conviction to DOT, and DOT must maintain a file for the person containing a record of any such report of conviction. Also, under current law, DOT must maintain a record of every application for license, permit, or endorsement received by it and of every suspension, revocation, cancellation, and disqualification by DOT. DOT must also maintain a file for each licensee or other person that includes the application for license, permit, or endorsement, a record of reports or abstract of convictions, the status of the person's authorization to operate different vehicle groups, a record of out-of-service orders, and a record of reportable accidents (driver record). The driver record must also include, for a person holding a CDL issued by DOT, a record

of certain disqualifications from operating a CMV or revocations, suspensions, or cancellations by another jurisdiction of the person's CDL and a record of certain traffic violations in other jurisdictions, and, for a person holding a CDL issued by any jurisdiction, a record of any violation of a traffic law in any jurisdiction while operating any motor vehicle, not just a CMV.

This bill ^{also} substantially modifies, to correspond to the state's joinder of the DLA, ^{DOT's} ~~the~~ procedure ^s for ^{maintaining driver records} record keeping related to both DOT's administrative and

court-ordered suspensions or revocations. Under the bill, in most circumstances,

DOT must maintain a driver record only for persons who are Wisconsin licensees or residents. For such persons, DOT must maintain in the driver record any notice received from another jurisdiction of the revocation, suspension, or cancellation of the person's operating privilege in that jurisdiction. Rather than maintain a driver record for nonresidents, DOT must forward ^{any} the record of conviction (as required under current law) or notice of any administrative action, including suspension or revocation of an operating privilege or disqualification by DOT, or of any test results, out-of-service order, or DOT hearing results related to driving or operating a motor vehicle while under the influence of an intoxicant (OWI), to the nonresident's state of licensure or residency. However, DOT must maintain files other than the driver

record (the sub-driver record) for nonresidents convicted of certain violations in this state that includes the record of conviction, certain suspensions or revocations of operating privileges, and notices of OWI-related refusals, test results, and out-of-service orders.

Upon receiving notice that a Wisconsin licensee or resident has applied for an operator's license or transferred residency to another jurisdiction, DOT must transfer the person's driver record information to the other jurisdiction if the jurisdiction is a member of the DLA or if the jurisdiction accepts responsibility for maintaining the person's driver record. With two exceptions, DOT may not thereafter update the person's driver record unless required by federal law. Under

one exception, if DOT transfers the driver record to a jurisdiction that is not a member of the DLA, DOT may continue to update the driver record with respect to any conviction or suspension or revocation of the person's operating privilege for an offense committed in this state that is not recorded by the other jurisdiction on the person's driver record maintained in that jurisdiction. Under the other exception, even if DOT transfers the driver record, DOT may continue to maintain and update the sub-driver record. If the person returns to this state, DOT may use the sub-driver record to update the driver record with respect to any conviction or

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suspension or revocation of the person's operating privilege for an offense committed in this state that does not appear on the driver record transferred back to DOT from the person's former jurisdiction of licensure or residency. If a person licensed in

another jurisdiction applies for an operator's license in this state, DOT must request that the person's driver record be transferred from the other jurisdiction. DOT may

not issue an operator's license to any person whose operating privilege is currently suspended, revoked, or canceled by another jurisdiction for an offense specified by DOT as a DLA Code violation unless the suspension, revocation, or cancellation was for failure to comply with a judgment in that jurisdiction and at least five years have elapsed since the suspension, revocation, or cancellation.

Various provisions of current law control the issuance of an operator's license,

or the reinstatement of an operating privilege, after suspension or revocation. This

bill *also alters certain requirements related to issuance of* eliminates, as a condition of issuing an operator's license to a person moving to

this state *from* whose operating privilege was previously suspended or revoked in another

state, the following requirements: that the person's operating privilege has been

reinstated by another state if the person is eligible for reinstatement in the other

state; that the period of suspension or revocation that would be required under the

laws of this state had the offense been committed in this state has expired; and that

the person submit proof of financial responsibility to DOT. This bill also eliminates the requirement that a nonresident whose operating privilege is revoked in this state obtain a valid operator's license issued by his or her resident state as a condition of reinstatement by DOT of the nonresident's operating privilege. This bill eliminates further any requirement that nonresidents provide proof of financial responsibility with respect to reinstatement of an operating privilege or registration suspended in this state as a result of failure to demonstrate financial responsibility after a motor vehicle accident or judgement arising from an accident.

The bill also limits, to vehicles titled and registered in this state, a requirement that DOT's vehicle registration records reflect court orders in OWI cases that vehicles be equipped with ignition interlock devices, immobilized, or seized. The bill further limits, to vehicles title by DOT, a provision prohibiting DOT from transferring title to a vehicle if the vehicle owner has been arrested for certain OWI-related offenses.

Under current law, if a court suspends or revokes a person's operating privilege, the court must take possession of the person's operator's license and forward it to DOT. If a person is arrested for OWI, a law enforcement officer requests the person to take a test to determine the amount of alcohol in his or her blood or breath, and

The bill also includes certain provisions relating to court, law enforcement, handling of operator's licenses for persons who commit certain traffic violations.

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the person either refuses to take the test or the test results indicate a prohibited alcohol concentration, the officer must take possession of the person's operator's license and forward it to DOT.

Under this bill, a court that suspends or revokes a person's operating privilege may take possession of a person's operator's license but is not required to do so. If a court does take possession of a person's operator's license, the court must destroy the license. Upon reinstatement of the person's operating privilege, instead of returning the license, DOT must issue a new license. Also, a law enforcement officer who arrests a person for OWI may not take possession of a person's operator's license. The bill also allows a person who is otherwise eligible to obtain an occupational license to do so without surrendering his or her revoked operator's license.

Under current law, DOT is required to keep certain records and information confidential, including signatures submitted to DOT, records of conviction and suspensions or revocations related to underage drinking offenses, social security numbers, certain driving records and identification card records, and photographs and fingerprints taken of operator's license applicants. In most cases, there are specified exceptions allowing the information or records to be disclosed only to specified persons, usually governmental entities such as courts, district attorneys,

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and law enforcement agencies. This bill creates an exception allowing DOT to disclose certain records and information to any driver licensing agency of another jurisdiction. The bill also creates an exception allowing DOT to disclose signatures submitted to DOT to certain specified governmental entities such as courts, district attorneys, and law enforcement agencies. The bill also specifies that any photograph that DOT provides to a law enforcement agency as allowed under current law may be in print or electronic form.

*** ANALYSIS FROM -0006/1 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Current law requires DOT to establish new designs for most vehicle registration plates every ten years and to issue the new plates on a rolling basis as vehicle registrations are renewed by the vehicle owners.

This bill eliminates the requirements that DOT establish new designs for vehicle registration plates and reissue registration plates on an established schedule.

*** ANALYSIS FROM -0005/2 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Under current law, DOT administers, in a manner provided under federal law, a single-state insurance registration system for ~~common~~^{for-hire} motor carriers and ~~contract~~^{motor carriers} allowing ~~these motor~~ carriers with interstate ~~operations~~ to register

7 in, and pay applicable fees to, a single state with regard to proof of ~~satisfaction of~~ motor carrier insurance requirements. The registration is valid in all participating states. Each state sets its own fee and the base state sends each participating state the proper amount of revenue reflecting vehicles that travel into the participating state. The annual fee in Wisconsin for this registration is \$5.

7 (no R) Under federal law, the single-state insurance registration system is scheduled to be repealed effective January 1, 2007, and replaced by a unified carrier registration system. As with the single-state insurance registration system, the unified carrier registration system allows common motor carriers and contract motor carriers with interstate operations to register in, and pay applicable fees to, a single state. Unlike the single-state insurance registration system, the unified carrier registration system applies to private motor carriers as well as common motor carriers and contract motor carriers, including brokers, freight forwarders, leasing companies, and exempt for-hire motor carriers. Under the unified carrier registration system, the federal secretary of transportation, upon receiving a recommendation from the unified carrier registration plan board of directors, sets registration fees applicable to participating states.

> This bill authorizes DOT to participate in the ^{new} unified carrier registration
 > system and to impose registration fees on ^{all} motor carriers, including private motor
 > carriers, ~~brokers, freight forwarders, leasing companies,~~ and exempt for-hire motor

> carriers. These fees are established by DOT rule, consistent with federal law. The
 bill also allows DOT to continue to participate in the single-state insurance
 registration system for as long as this system continues to be authorized under
 federal law, but prohibits DOT from simultaneously participating in both the
 single-state insurance registration system and the unified carrier registration
 system.

*** ANALYSIS FROM -1372/2 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Current law requires DOT to conduct a motor vehicle emission inspection and maintenance program (I/M program) in counties in which the air quality does not meet certain federal standards. Under the I/M program, most motor vehicles that are subject to emission limitations established by DNR must pass periodic emission inspections and may not be registered by DOT unless they have passed these inspections. Certain motor vehicles are exempt from emission inspections, including vehicles of model year 1967 or earlier, vehicles weighing more than 10,000 pounds,

and vehicles powered by diesel fuel. Most nonexempt motor vehicles must undergo an initial emission inspection in the fourth year after the vehicle's model year and additional emission inspections every two years thereafter. DOT is required to contract with third parties to perform vehicle emission inspections under the I/M program.

This bill ~~modifies certain criteria for determining whether a motor vehicle is exempt from emission inspections.~~ The bill exempts vehicles of model year 1967 to model year 1995. ~~The bill also eliminates the exemption for~~ vehicles of model year 2007 or later that weigh between 10,001 pounds and 14,000 pounds and ~~for~~ vehicles of model year 2007 or later that are powered by diesel fuel.

(no PP) The bill ^{9/50} allows DOT to authorize or require third-party contractors to install and operate self-service inspection stations, at which the contractor may use different methods for emissions testing and equipment inspection than those used at inspection stations that are not self-service. The bill ~~also~~ allows DOT to establish

^{additional} methods for emissions inspections in addition to inspections by third-party contractors, which may include the installation and operation by DOT of self-service inspection stations and the utilization of any technology related to emissions or data transmission with which vehicles may be equipped. Any methods for emissions

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testing and equipment inspection applicable to self-service inspection stations must apply equally to self-service inspection stations operated by contractors and to those operated by DOT. DOT must prescribe by rule the procedure for any additional emissions inspection methods.

*** ANALYSIS FROM -0355/1 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

requires

Under current law, a person *is* required to pay an environmental impact fee of \$9 *when* registering a new motor vehicle with DOT or upon applying for a new certificate of title following the transfer of a vehicle. The environmental impact fee is credited to the environmental fund. The fee expires on December 31, 2007. This bill eliminates *of that* the expiration date for the environmental impact fee.

*** ANALYSIS FROM -0714/1 ***

TRANSPORTATION

DRIVERS AND MOTOR VEHICLES

Under current law, a person who is convicted of certain violations relating to operating a vehicle while intoxicated must pay a driver improvement surcharge of \$355 in addition to any applicable forfeiture or fine, assessments, and costs. However, persons who are found to have committed a first violation of operating a vehicle with a prohibited blood alcohol concentration of 0.08 or more but less than

0.1 at the time of the violation are exempt from paying the driver improvement surcharge.

This bill removes the exemption for first time offenders and requires anyone who is required to pay a fine or a forfeiture for a violation relating to operating a vehicle while intoxicated to pay the \$355 driver improvement surcharge.

***** ANALYSIS FROM -0738/1 *****

TRANSPORTATION

MOTOR VEHICLE DEALERS

The law governing repair, replacement, and refund under a motor vehicle warranty is known as the "lemon law." Under current law, motor vehicle manufacturers who are required by the lemon law to refund vehicle sales tax to vehicle lessors or purchasers who have returned their vehicles may request a refund of that tax from DOR, and there is no time limit to request a refund. Vehicle lessors or purchasers who have received a refund from a vehicle manufacturer under the lemon law but have not received a sales tax refund may request a refund of that tax from DOR, and there is no time limit to request a refund.

This bill ~~imposes~~^{creates} a four-year statute of limitations for vehicle manufacturers to request a refund of sales tax on vehicles returned to them ^{under the lemon law}. This bill also ~~imposes~~^{creates} a four-year statute of limitations for vehicle lessors or purchasers to request a sales

under the lemon law,

tax refund from DOR when they have obtained from the manufacturer a refund of the purchase price but not the sales tax paid on the vehicle. This bill establishes that vehicle manufacturers, lessors, and purchasers will receive 9 percent interest on the sales tax refunded to them.

*** ANALYSIS FROM -0989/2 ***

TRANSPORTATION

TRANSPORTATION AIDS *makes*

Under current law, DOT ~~administers~~ a general transportation aids ~~program~~ that ~~makes~~ payments to a county based on a share-of-costs formula, and to a village, city, or town (municipality) based on the greater of a share-of-costs formula for municipalities or an aid rate per mile, which is \$1,862 for ~~calendar year~~ 2006 and \$1,899 for ~~calendar year~~ 2007 and thereafter.

(no P) This bill increases the aid rate per mile to \$1,937 for ~~calendar year~~ 2008 and \$1,976 for ~~calendar year~~ 2009 and thereafter.

This bill increases the maximum amount of ^{general transportation} aid that may be paid to counties ~~under the program~~ from ~~the current limit of~~ \$93,682,400 in ~~calendar year~~ 2007 ~~and thereafter~~ to \$95,556,000 in ~~calendar year~~ 2008 and \$95,467,100 in ~~calendar year~~ 2009 and thereafter. The bill also increases the maximum amount of aid that may be paid to municipalities ~~under the program~~ from ~~the current limit of~~ \$294,736,000

in ~~calendar year~~ 2007 ~~and thereafter~~ to \$300,630,700 in ~~calendar year~~ 2008 and \$306,643,300 in ~~calendar year~~ 2009 and thereafter.

*** ANALYSIS FROM -0984/1 ***

TRANSPORTATION

TRANSPORTATION AIDS

Under current law, DOT provides state aid payments to local public bodies in urban areas served by mass transit systems to assist the local public bodies with the expenses of operating those systems. There are four classes of mass transit systems, and the total amount of state aid payments to each class of mass transit system is limited to a specified amount in each calendar year.

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

1. For a mass transit system having annual operating expenses in excess of \$80,000,000, the bill maintains the current limit of \$57,948,000 in calendar year 2006 and \$59,107,000 in calendar year 2007 and increases the limit to \$60,289,100 in calendar year 2008 and \$61,494,900 in calendar year 2009 and thereafter.

2. For a mass transit system having annual operating expenses of at least \$20,000,000 but less than \$80,000,000, the bill maintains the current limit of \$15,470,200 in calendar year 2006 and \$15,779,600 in calendar year 2007 and

Under current law, DOT provides state aid, for each of four classes of mass transit systems, to local public bodies in urban areas served by mass transit systems to assist with the expenses of operating those systems. This bill increases the total amount of state aid to each class of mass transit system.

increases the limit to \$16,095,200 in calendar year 2008 and \$16,417,100 in calendar year 2009 and thereafter.

3. For mass transit systems serving urban areas having a population of at least 50,000 but having annual operating expenses of less than \$20,000,000, the bill maintains the current limit of \$22,192,800 in calendar year 2006 and \$22,636,700 in calendar year 2007 and increases the limit to \$23,089,100 in calendar year 2008 and \$23,551,200 in calendar year 2009 and thereafter.

4. For mass transit systems serving urban areas having a population of less than 50,000, the bill maintains the current limit of \$5,023,600 in calendar year 2006 and \$5,124,100 in calendar year 2007 and increases the limit to \$5,225,600 in calendar year 2008 and \$5,331,100 in calendar year 2009 and thereafter.

*** ANALYSIS FROM -0004/1 ***

TRANSPORTATION

TRANSPORTATION AIDS

This bill creates a safe routes to school program to promote children walking or riding bicycles to school and to increase the safety and reduce traffic in the vicinity of schools. This program must be consistent with the federal Safe Routes to School Program and incorporates regulations under that federal law. The program this bill creates is funded exclusively from federal and local moneys.

*** ANALYSIS FROM -0990/2 ***

TRANSPORTATION

HIGHWAYS

TRANSPORTATION AIDS

Under current law, DOT administers a local roads improvement program, (LRIP)

which includes an entitlement component and a nonentitlement (discretionary)

component. Under the discretionary component, DOT allocates \$5,250,000 in each

fiscal year to fund eligible county trunk highway improvements, \$750,000 in each

fiscal year to fund eligible town road improvements, and \$1,000,000 in each fiscal

year to fund eligible municipal street improvements.

(no P) This bill increases, to the following amounts, DOT's allocations for the

discretionary component of the ~~local roads improvement program~~ LRIP

1. For county trunk highway improvements, \$5,355,000 in fiscal year 2007-08 and \$5,567,100 in fiscal year 2008-09 and each fiscal year thereafter.

2. For town road improvements, \$765,000 in fiscal year 2007-08 and \$795,300 in fiscal year 2008-09 and each fiscal year thereafter.

3. For municipal street improvements, \$1,020,000 in fiscal year 2007-08 and \$1,060,400 in fiscal year 2008-09 and each fiscal year thereafter.

*** ANALYSIS FROM -0050/1 ***

Move from P. 229

AKG gis

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TRANSPORTATION
RAIL AND AIR TRANSPORTATION

DOT

Under current law, ~~the Department of Transportation~~ administers a Rail Passenger Route Development Program (program) to fund capital costs related to Amtrak service extension routes or other rail service routes between Milwaukee and Madison and between Milwaukee and Green Bay. This bill expands the program to include service routes between Chicago and Milwaukee and between Madison and La Crosse.

>
>

(D)
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from
p-262

(no P)

*** ANALYSIS FROM -1540/1 ***

TRANSPORTATION
RAIL AND AIR TRANSPORTATION

Under current law, DOT administers a rail passenger route development program (program) under which DOT may fund the following:

1. Capital costs related to Amtrak service extension routes or other rail service routes between the cities of Milwaukee and Madison and between the cities of Milwaukee and Green Bay.
2. Railroad track or rail passenger station improvements related to an Amtrak service extension route, or establishing commuter rail service, between the city of Milwaukee and Waukesha County.

3. Rail passenger station improvements related to an existing rail passenger service.

Current law provides \$50,000,000 in general obligation bonding authority for the program, but does not provide for other sources of program funding. However, not more than \$10,000,000 of the bonding proceeds may be used for the purposes described in items 2. and 3., above, no proceeds may be used without JCF approval, and no proceeds may be used for the purposes described in items 1. and 2., above, unless DOT provides to JCF certain information.

no 1) This bill increases ^{also} ~~the authorized~~ general obligation bonding authority for the program from \$50,000,000 to \$82,000,000 ~~but does not modify any of these other~~ ~~program funding limitations.~~

move to p. 261

*** ANALYSIS FROM -0985/P1 ***

~~TRANSPORTATION~~

~~RAIL AND AIR TRANSPORTATION~~

Under current law, DOT may contract up to \$44,500,000 in public debt for the acquisition and improvement of rail property. This bill increases this authorized general obligation bonding limit from \$44,500,000 to \$66,500,000.

*** ANALYSIS FROM -1467/1 ***

ARL
jis
RCT app'd

TRANSPORTATION

OTHER TRANSPORTATION

Under current law, DOT collects a supplemental vehicle title fee of \$7.50 in connection with applications for certificates of title for new vehicles and for vehicles the ownership of which has been transferred. This supplemental title fee is deposited into the transportation fund. By October 1 of each year, the secretary of transportation must certify to the secretary of administration the amount of this supplemental title fee collected during the previous fiscal year, and that amount is transferred from the general fund to the environmental fund on October 1 of each year.

ARL
RCT approved

7 This bill increases the supplemental vehicle title fee from \$7.50 to \$9.50
7 effective on October 1, 2007.

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*** ANALYSIS FROM -1470/1 ***

TRANSPORTATION

OTHER TRANSPORTATION

7 Under current law, DOT collects a supplemental vehicle title fee of \$7.50 in
9 connection with applications for certificates of title for new vehicles and for vehicles
7 the ownership of which has been transferred. This supplemental title fee is
7 deposited into the transportation fund. ~~By October 1 of each year, the secretary of~~
7 ~~transportation must certify to the secretary of administration~~ the amount of this

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63

> supplemental title fee collected ~~during the previous fiscal year, and that amount~~ is

> transferred from the general fund to the environmental fund ~~on October 1 of~~ each year.

(E) from p. 263 >

(no P) This bill provides that ~~the amount of supplemental title fees collected by DOT~~ *the transfer of fees collected is*

> ~~is transferred~~ from the transportation fund, rather than the general fund, to the environmental fund. The bill includes provisions ensuring that the impact of this change will occur as of July 1, 2007.

*** ANALYSIS FROM -0986/1 ***

TRANSPORTATION

OTHER TRANSPORTATION

Under current law, DOT may contract up to \$40,700,000 in public debt to provide grants for harbor improvements. This bill increases this authorized general obligation bonding limit from \$40,700,000 to \$53,400,000.

← Stays

*** ANALYSIS FROM -1541/2 ***

TRANSPORTATION

OTHER TRANSPORTATION

Under current law, DOT, in consultation with the Wisconsin Coastal Management Council, administers a Harbor Assistance Program. Under the program, an eligible applicant may be awarded a grant to partially reimburse the applicant for expenses incurred in making certain harbor improvements.

↑
This bill creates a new local funds appropriation in the segregated transportation fund for purposes of funding the Harbor Assistance Program
RPN jjs

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*** ANALYSIS FROM -0366/1 ***

VETERANS AND MILITARY AFFAIRS

Under current law, to be eligible for burial at one of the state veteran's cemeteries, a veteran must ~~fit~~ ^{meet certain conditions, including} within one of the following categories:

~~1. Die while on active duty in the U.S. armed forces or be discharged or released from active duty under honorable conditions and have been a state resident at the time of his or her entry into service.~~
having

~~2. Die while a resident of this state and have~~ been discharged or released from active duty in the U.S. armed forces under honorable conditions.

This bill changes the conditions of discharge or release to being discharged under conditions other than dishonorable.

*** ANALYSIS FROM -0369/1 ***

VETERANS AND MILITARY AFFAIRS

This bill allows DVA to provide an annual payment of \$25,000 for two years to the Center for Veteran Issues for the provision of outreach services to homeless veterans.

*** ANALYSIS FROM -0365/2 ***

RDM/RAC
gjs

STATE GOVERNMENT
STATE FINANCE

This bill increases the authorized bonding authority of DVA to make mortgage loans from \$2,120,840,000 to \$2,170,840,000.

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*** ANALYSIS FROM -1471/2 ***

VETERANS AND MILITARY AFFAIRS

This bill changes the funding source for several military affairs appropriations regarding emergency management from the general fund to the transportation fund.

HPV
↑

This bill will be referred to the Joint Survey Committee on Tax Exemptions for a detailed analysis, which will be printed as an appendix to this bill.

Because this bill proposes to revoke a person's operating privilege upon conviction for an offense, the Department of Transportation, as required by law, will prepare a report to be printed as an appendix to this bill.

This bill will be referred to the Joint Survey Committee on Retirement Systems for a detailed analysis, which will be printed as an appendix to this bill.

Because this bill creates a new crime or revises a penalty for an existing crime, the Joint Review Committee on Criminal Penalties may be requested to prepare a report concerning the proposed penalty and the costs or savings that are likely to result if the bill is enacted.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows: