



State of Wisconsin

LEGISLATIVE REFERENCE BUREAU

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

Date Transfer Requested: 03/21/2008 (Per: CMH)

Compile Draft – Appendix J

... Part 01 of 01 ...

- | | |
|--|--|
| A ☞ The <u>2007</u> drafting file for
LRB-3832 | G ☞ The <u>2007</u> drafting file for
LRB-4296 |
| B ☞ The <u>2007</u> drafting file for
LRB-4188 | H ☞ The <u>2007</u> drafting file for
LRB-4297 |
| C ☞ The <u>2007</u> drafting file for
LRB-4292 | I ☞ The <u>2007</u> drafting file for
LRB-4298 |
| D ☞ The <u>2007</u> drafting file for
LRB-4293 | J ☞ The <u>2007</u> drafting file for
LRB-4299 |
| E ☞ The <u>2007</u> drafting file for
LRB-4294 | K ☞ The <u>2007</u> drafting file for
LRB-4300 |
| F ☞ The <u>2007</u> drafting file for
LRB-4295 | L ☞ The <u>2007</u> drafting file for
LRB-4301 |

2007 LRB-4299 has been copied/added to the drafting file for

2007 LRBb1275

(SA 1 to AB 1) (Mr8)

2007 DRAFTING REQUEST

Bill

Received: 03/18/2008

Received By: agary

Wanted: As time permits

Identical to LRB:

For: Legislative Fiscal Bureau

By/Representing: Al Runde

This file may be shown to any legislator: NO

Drafter: agary

May Contact:

Addl. Drafters:

Subject: Transportation - mass transit

Extra Copies: CMH, BAB

Submit via email: YES

Requester's email: Al.Runde@legis.wisconsin.gov

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

Pre Topic:

No specific pre topic given

Topic:

Kenosha Racine Milwaukee commuter rail link

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>
/?	agary 03/18/2008	csicilia 03/19/2008		_____			S&L
/P1			rschluet 03/19/2008	_____	sbasford 03/19/2008		

FE Sent For:

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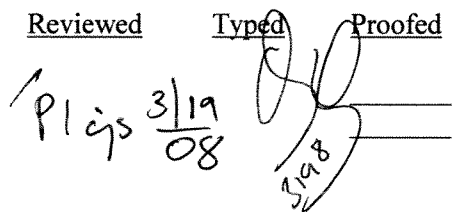
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1?	agary	Pls 3/19/08					

FE Sent For:

<END>

3/18

Al Kunde →

KRM — senate → last budget
• \$800,000 out of JFC SEG d
put into DOT appn. →

commute rail system
(4)(u) →

→ 395 (z)(ct)

• this can't be part of any admin.
unallocated base carried by sec. of admin.

-4299/P1

in 3/18

This draft is in SB-510 file

Step RMNR

PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION

Note: Use the P1 version as base

D-note

SAV

Do NOT Gen

1 AN ACT to repeal 59.58 (6) (e) 4r. and 6.; to amend 59.58 (6) (cr) and 77.9971;
2 and to create 59.58 (6) (cb), 59.58 (6) (e) 3g., 59.58 (6) (e) 3m., 59.58 (6) (f), 71.05
3 (1) (c) 9., 71.26 (1m) (j) and 71.45 (1t) (j) of the statutes; relating to: the

4

Regional Transit Authority and commuter rail transit systems budget adjustment bill

Analysis by the Legislative Reference Bureau

Component "anal: prelim"

Under current law, the counties of Kenosha, Milwaukee, and Racine must create a Regional Transit Authority (RTA). The RTA is responsible for the coordination of transit and commuter rail programs within these counties. The RTA may receive funding by imposing a rental car transaction fee within these counties, but the fee may presently be used only to hire staff, conduct studies, and prepare a report to the legislature and the governor, due by November 15, 2008. The report must include certain information, including a recommendation as to whether the responsibilities of the RTA should be limited to collection and distribution of regional transit funding or should also include operation of transit service and a recommendation on whether the RTA should continue in existence after September 30, 2009.

This bill provides the RTA with the responsibility for constructing and operating a commuter rail transit system connecting the cities of Kenosha, Racine, and Milwaukee (KRM commuter link). The bill increases the amount of the rental car transaction fee that may be imposed, authorizes the RTA to issue bonds, and authorizes the RTA to use rental car transaction fees and bond proceeds for KRM

commuter link purposes. Under the bill, the interest income received from the bonds is exempt from the state income tax. The bill also requires the RTA's report due by November 15, 2008, to include a study on the feasibility of adding certain commuter rail stops and of extending commuter rail to a specified location.

stays }

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:

1 **SECTION 1.** 59.58 (6) (cb) of the statutes is created to read:

2 59.58 (6) (cb) The authority shall be responsible for sponsoring, developing,
3 constructing, and operating a commuter rail transit system connecting the cities of
4 Kenosha, Racine, and Milwaukee, to be known as the KRM commuter rail link.

5 **SECTION 2.** 59.58 (6) (cr) of the statutes is amended to read:

6 59.58 (6) (cr) The authority may hire staff, conduct studies, and expend funds
7 essential to the preparation of the report specified in par. (e) and in furtherance of
8 its responsibility under par. (cb) to develop and construct the KRM commuter rail
9 link.

10 **SECTION 3.** 59.58 (6) (e) 3g. of the statutes is created to read:

11 59.58 (6) (e) 3g. A study on the feasibility of adding a commuter rail stop and
12 station at points where any proposed commuter rail route would intersect National
13 Avenue in the city of Milwaukee or Greenfield Avenue in the city of Milwaukee or
14 both.

15 **SECTION 4.** 59.58 (6) (e) 3m. of the statutes is created to read:

16 59.58 (6) (e) 3m. A study on the feasibility of extending any proposed commuter
17 rail project through the 30th Street corridor in the city of Milwaukee to the northern
18 county line of Milwaukee County.

19 **SECTION 5.** 59.58 (6) (e) 4r. and 6. of the statutes are repealed.

1 **SECTION 6.** 59.58 (6) (f) of the statutes is created to read:

2 59.58 (6) (f) 1. The authority may issue bonds, the principal and interest on
3 which are payable exclusively from all or a portion of any revenues received by the
4 authority. The authority may secure its bonds by a pledge of any income or revenues
5 from any operations, rent, aids, grants, subsidies, contributions, or other source of
6 moneys whatsoever.

7 2. The authority may issue bonds in an aggregate principal amount not to
8 exceed \$50,000,000, excluding bonds issued to refund outstanding bonds issued
9 under this subdivision, for the purpose of providing funds for the anticipated local
10 funding share required for initiating KRM commuter rail link service.

11 3. Neither the governing body of the authority nor any person executing the
12 bonds is personally liable on the bonds by reason of the issuance of the bonds.

13 4. The bonds of the authority are not a debt of the counties that created the
14 authority. Neither these counties nor the state are liable for the payment of the
15 bonds. The bonds of the authority shall be payable only out of funds or properties
16 of the authority. The bonds of the authority shall state the restrictions contained in
17 this subdivision on the face of the bonds.

18 5. Bonds of the authority shall be authorized by resolution of the authority's
19 governing body. The bonds may be issued under such a resolution or under a trust
20 indenture or other security instrument. The bonds may be issued in one or more
21 series and may be in the form of coupon bonds or registered bonds under s. 67.09.
22 The bonds shall bear the dates, mature at the times, bear interest at the rates, be in
23 the denominations, have the rank or priority, be executed in the manner, be payable
24 in the medium of payment and at the places, and be subject to the terms of
25 redemption, with or without premium, as the resolution, trust indenture, or other

SECTION 6

1 security instrument provides. The authority may sell the bonds at public or private
2 sales at the price or prices determined by the authority. If a member of the governing
3 body of the authority whose signature appears on any bonds or coupons ceases to be
4 a member of the governing body of the authority before the delivery of such
5 obligations, the member's signature shall, nevertheless, be valid for all purposes as
6 if the member had remained a member until delivery of the bonds.

7 6. The authority may issue refunding bonds for the purpose of paying any of
8 its bonds at or prior to maturity or upon acceleration or redemption. The authority
9 may issue refunding bonds at such time prior to the maturity or redemption of the
10 refunded bonds as the authority deems to be in the public interest. The refunding
11 bonds may be issued in sufficient amounts to pay or provide the principal of the bonds
12 being refunded, together with any redemption premium on the bonds, any interest
13 accrued or to accrue to the date of payment of the bonds, the expenses of issue of the
14 refunding bonds, the expenses of redeeming the bonds being refunded, and such
15 reserves for debt service or other capital or current expenses from the proceeds of
16 such refunding bonds as may be required by the resolution, trust indenture, or other
17 security instruments. To the extent applicable, refunding bonds are subject to subd.
18 5.

19 **SECTION 7.** 71.05 (1) (c) 9. of the statutes is created to read:

20 71.05 (1) (c) 9. The regional transit authority under s. 59.58 (6) (f).

21 **SECTION 8.** 71.26 (1m) (j) of the statutes is created to read:

22 71.26 (1m) (j) Those issued under s. 59.58 (6) (f).

23 **SECTION 9.** 71.45 (1t) (j) of the statutes is created to read:

24 71.45 (1t) (j) Those issued under s. 59.58 (6) (f).

25 **SECTION 10.** 77.9971 of the statutes is amended to read:

1 **77.9971 Imposition.** A regional transit authority under s. 59.58 (6) may
2 impose a fee at a rate not to exceed \$2 \$15 for each transaction in the region, as
3 defined in s. 59.58 (6) (a) 2., on the rental, but not for rental and not for rental as
4 a service or repair replacement vehicle, of Type 1 automobiles, as defined in s. 340.01
5 (4) (a), by establishments primarily engaged in short-term rental of passenger cars
6 without drivers, for a period of 30 days or less, unless the sale is exempt from the sales
7 tax under s. 77.54 (1), (4), (7) (a), (7m), (9), or (9a). The fee imposed under this
8 subchapter shall be effective on the first day of the first month that begins at least
9 90 days after the governing body of the regional transit authority approves the
10 imposition of the fee and notifies the department of revenue. The governing body
11 shall notify the department of a repeal of the fee imposed under this subchapter at
12 least 60 days before the effective date of the repeal.

13

(END)

INSERT

D-Note

2007-2008 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-4299/P1ins
ARG:.....

INSERT

SECTION 9148. Nonstatutory provisions; Transportation.

(1) JOINT FINANCE COMMITTEE SUPPLEMENTAL FUNDING RELATED TO THE KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL EXTENSION PROJECT. Notwithstanding section 13.101 (1), (3), and (5) of the statutes and 2007 Wisconsin Act 20, SECTION 9148 (9u), the joint committee on finance may not, from the appropriation account under section 20.865 (4) (u) of the statutes, supplement any appropriation of the department of transportation in the 2007-09 fiscal biennium for purposes related to the Kenosha-Racine-Milwaukee commuter rail extension project.

PLAIN
(no cs)

SECTION 9248. Fiscal changes; Transportation.

(1) APPROPRIATION CHANGE RELATED TO COMMUTER RAIL. In the schedule under section 20.005 (3) of the statutes for the appropriation to the department of transportation under section 20.395 (2) (ct) of the statutes, as affected by the acts of 2007, the dollar amount is increased by \$800,000 for fiscal year 2007-08 to increase funding for commuter rail transit system development.

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

LRB-4299/P1dn

ARG:f:....

js

ATTN: Al Runde

I don't believe that any specific language is necessary in the attached draft prohibiting DOA from lapsing any part of the \$800,000 added to the appropriation account under s. 20.395 (2) (ct). It is my understanding that the \$40 million additional lapse required under the compiled substitute amendment will exclude DOT appropriations, so no portion of this new, additional lapse may come from s. 20.395 (2) (ct). With regard to lapses under 2007 Wisconsin Act 20, I have prepared a draft for Jon for the compile, LRB-4300, which prohibits Act 20 lapses from any DOT appropriation except s. 20.395 (3) (cq). ✓

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

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

LRB-4299/P1dn
ARG:cjs:rs

March 19, 2008

ATTN: Al Runde

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



State of Wisconsin
LEGISLATIVE REFERENCE BUREAU

RESEARCH APPENDIX -
PLEASE DO NOT REMOVE FROM DRAFTING FILE

Date Transfer Requested: 03/21/2008 (Per: CMH)

☛ Compile Draft – Appendix J

... Part 01 of 01 ...

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2007 LRB-4299 has been copied/added to the drafting file for

2007 LRBb1275

(SA 1 to AB 1) (Mr8)



State of Wisconsin
2007 - 2008 LEGISLATURE

LRB-4299/P1
ARG&JK:cjs:rs

PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION

1 AN ACT ...; relating to: the budget adjustment bill.

Analysis by the Legislative Reference Bureau

This is a preliminary draft. An analysis will be provided in a later version.
For further information see the *state and local* fiscal estimate, which will be
printed as an appendix to this bill.

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enact as follows:*

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25 KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL EXTENSION PROJECT. Notwithstanding

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2 (9u), the joint committee on finance may not, from the appropriation account under
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9 transportation under section 20.395 (2) (ct) of the statutes, as affected by the acts of
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12

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