

2011 DRAFTING REQUEST

Senate Amendment (SA-AB40)

Received: **06/15/2011**

Received By: **emueller**

Wanted: **As time permits**

Companion to LRB:

For: **Mark Miller (608) 266-9170**

By/Representing: **Beth Bier**

May Contact:

Drafter: **emueller**

Subject: **Transportation - mass trnst/rail
Local Gov't - counties
Local Gov't - munis generally
Transportation - highways
Transportation - other**

Addl. Drafters: **agary**

Extra Copies:

Submit via email: **YES**

Requester's email: **Sen.Miller@legis.wisconsin.gov**

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Transportation Package

Instructions:

See attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?							
/1	emueller 06/16/2011	csicilia 06/16/2011	jfrantze 06/16/2011	_____	lparisi 06/16/2011	lparisi 06/16/2011	

FE Sent For:

<END>

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/?	emueller	1/ys	of	6/16			
11	EVM 6/16/11	6/16					
FE Sent For:		11					

<END>

From: Bier, Beth
Sent: Wednesday, June 15, 2011 5:41 PM
To: Hanaman, Cathlene
Subject: Amendment Packages

Below is the Transportation Amendment Package. Draft can go to Sen. Miller. Please let me know any questions. Thanks!!

Transportation Package

1. Increase General Transportation Aids to municipalities and counties by 2% *(Addition)*
2. Intercity Bus Funding, \$2.4mil SEG *(Addition) Paper 656, Alt. 3*
3. Bicycle and Pedestrian Facilities Grant Program, \$1.35mil SEG *(Addition) Paper 658, Alt. 2*
4. Town of Pound Flexibility *(Addition)*
5. Limitations on Appeals and Litigation Expenses in Eminent Domain Proceedings *(Repeal)*
Remove #16 on motion 352
6. Bidding Requirements for Highway and Other Public Works Projects *(Repeal) Remove #18 on motion 352*
7. Restrictions on Work Done for Private Entities *(Repeal) Remove #19 on motion 352*
8. Local Roads Improvement Program – Bidding Requirements *(Repeal) Remove #20 on motion 352*
9. Method of Bidding Local Projects *(Repeal) Remove #22 on motion 352*
10. Local Let Authority *(Repeal) Remove #23 on motion 352*
11. Mass Transit Operating Assistance Funding Level *(Fix) Paper 651 Alt. 2a*
12. Lincoln County CTH C/US 51 Interchange *Motion 353 #13*

Beth Bier
Office of Senator Mark Miller
PO Box 7882
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Beth.Bier@legis.wisconsin.gov



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

May 3, 2011

Joint Committee on Finance

Paper #656

Intercity Bus Assistance Program (DOT -- Local Transportation Assistance)

[LFB 2011-13 Budget Summary: Page 436, #3]

CURRENT LAW

2009 Act 28 created an intercity bus assistance program administered by the Department of Transportation (DOT) and established \$1,228,600 in base level SEG funding for the program. The program allows the Department to contract with intercity bus service providers and provide grants to political subdivisions to support intercity bus service using allowable federal, state, and local appropriations.

GOVERNOR

Delete \$1,228,600 SEG annually to reflect the repeal of the state funding appropriation for the intercity bus assistance grant program and the elimination of DOT's authority to make such grants. In addition, delete the current law provision that allows the Department's local transit and transportation-related aids, SEG-L appropriation to be used for the intercity bus assistance program. The Department would retain the authority to contract with private providers of intercity bus service to support intercity bus service routes using federal funds under the Department's federal transit and transportation-related funds appropriation.

DISCUSSION POINTS

1. The intercity bus assistance program was identified as part of the state's Connections 2030 Long Range Multimodal Transportation Plan. Part of DOT's vision for mobility and choice in transportation under the 2030 plan involved making more transportation alternatives available to Wisconsin residents and improving connections among these local and intercity modes. The plan identified the state's deficient intercity bus service and connections as one area that needed

authority to make such grants. In addition, delete the current law provision that allows the Department's local transit and transportation-related aids, SEG-L appropriation to be used for the intercity bus assistance program.

2. Delete the Governor's recommendations to repeal the state appropriation and modify the SEG-L appropriation for the intercity bus assistance grant program and to eliminate DOT's authority to use state funds to make such grants. Under this alternative, no additional state funding would be provided for the program in the 2011-13 biennium, but the appropriations for the intercity bus assistance grant program and DOT's authority to make such grants would be retained.

3. Delete provision.

ALT 3	Change to Bill Funding
SEG	\$2,457,200

Prepared by: Al Runde
Attachment



Legislative Fiscal Bureau

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May 3, 2011

Joint Committee on Finance

Paper #658

Bicycle and Pedestrian Facilities Program (DOT -- Local Transportation Assistance)

[LFB 2011-13 Budget Summary: Page 436, #5]

CURRENT LAW

The Department of Transportation (DOT) administers a bicycle and pedestrian facilities grant program, in conjunction with the transportation enhancements grant program. Grants are provided to local governments for both programs from a combination of two FED appropriations and a SEG (transportation fund) appropriation. The FED appropriations are moneys received from the federal government under the federal transportation enhancements program, which are reserved for various nontraditional transportation projects, including bicycle and pedestrian facilities, streetscaping, and renovation of transportation facilities with historical significance. One of the federal appropriations (bicycle and pedestrian facilities grants) is restricted to bicycle and pedestrian facilities only, while the other (transportation enhancements grants) may be used for any eligible transportation enhancements project under federal rules. The SEG appropriation may only be used for bicycle and pedestrian projects.

Under the combined state grant programs, local project sponsors pay a match of at least 20% of the total project cost. Project are rated and selected by a committee established by DOT, with representatives from several state agencies, citizen groups related to bicycle advocacy, and members of the Legislature. In 2010-11, funding in the bicycle and pedestrian facilities program appropriations is \$2,720,000 FED and \$2,500,000 SEG. Funding in the transportation enhancements appropriation is \$6,251,600 FED. When combined, these funding sources total \$11,471,600, although since a portion of the transportation enhancements funds are typically spent on projects that are not bicycle and pedestrian facilities, this figure somewhat overstates the amount of base funding available for the bicycle and pedestrian facilities grant program.

GOVERNOR

Reduce funding by \$2,500,000 SEG annually to eliminate all base SEG funding for the bicycle and pedestrian facilities grant program.

DISCUSSION POINTS

1. The dedication of motor vehicle user fees to bicycle and pedestrian projects has sometimes been justified on the grounds that the development and expansion of a more efficient highway and road network for motor vehicles can have a negative impact on the safety and mobility of bicyclists and pedestrians. The construction of bicycle and pedestrian paths, or dedicated bike lanes and sidewalks, allows for safer and easier movement for bicyclists and pedestrians, which may encourage more travel by these nonmotorized modes.

2. The use of motor vehicle user fees for the construction of bicycle and pedestrian paths has been a part of federal transportation policy since the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. That act created the transportation enhancements program, which requires states to allocate a portion of their federal highway aid to nontraditional transportation projects, such as bicycle and pedestrian facilities. In Wisconsin, federal transportation enhancements funds are allocated among two appropriations, a general transportation enhancements grant program and the more specific bicycle and pedestrian facilities grant program. The Department generally administers a single grant selection process to distribute funds in both programs.

3. The 2009-11 budget created a state transportation fund appropriation to supplement federal funding for making grants for bicycle and pedestrian projects, and provided \$2,500,000 SEG annually in this appropriation. The bill, however, would eliminate all state funding in this appropriation in both years of the 2011-13 biennium.

4. The Department of Administration (DOA) indicates that state funding would be eliminated for bicycle and pedestrian projects because available funds for all transportation programs is limited. In addition, DOA notes that the additional federal funds made available for transportation enhancements projects in 2009 under the federal economic stimulus act (\$18.2 million) reduced the need for state funding for bicycle and pedestrian projects in the 2011-13 biennium.

5. Under the Department of Transportation's grant cycle for the bicycle and pedestrian (and transportation enhancements) program, projects are typically awarded in the fall of even-numbered years, based on the amount of funding that is anticipated to be available in the following biennium. Since the SEG funds were first provided in the 2009-11 biennium, the availability of these funds was not known during the in 2008 project award cycle. Consequently, the 2010 project award cycle was larger than in previous years in order to distribute the state funds provided in that biennium, anticipated state funds for the 2011-13 biennium, as well as some carry-over federal funds.

6. Despite the fact that \$18.2 million in federal economic stimulus funds were provided for transportation enhancements projects in 2009, demand for funds in the 2010 cycle remained strong. Although the 2010 award cycle was larger than normal, the total amount of funds requested was over twice the amount of funds available.

7. Although projects were awarded in 2010 under the assumption that state funds would continue to be provided in the 2011-13 biennium (at the base level of \$2,500,000 annually), DOT indicates that it would be possible, despite the elimination of that funding, to maintain commitments to fund the awarded projects using carry-over SEG funds and the federal transportation enhancements funds. Since approved projects are typically constructed over the course of several years (extending beyond the biennium after the award), the amount of funding that is awarded in 2012 would be reduced to reserve funds for projects awarded in 2010. The amount of this reduction, however, is not yet known, and would depend upon an assessment of the status of the 2010 projects at the time of the 2012 project selection process.

8. The proposed funding reduction to the bicycle and pedestrian facilities grant program would amount to a 21.8% reduction to the total base funding for the combination of SEG and FED funding for bicycle and pedestrian and transportation enhancements programs. Since a portion of funding in the transportation enhancements appropriation is awarded to non-bicycle and pedestrian facilities projects, the percentage reduction, calculated on the base of funds available exclusively for bicycle and pedestrian projects would be somewhat higher. However, since the share of those funds devoted to bicycle and pedestrian projects varies from cycle to cycle, it is not possible to calculate this percentage.

9. Funding for most transportation programs would not be cut by as much as the proposed reduction for the bicycle and pedestrian facilities program. In general, the proposed transportation budget would maintain total funding at or near current levels for airport, freight rail, and harbor projects, and for the highway improvement programs (although funding for the southeast Wisconsin freeway megaprojects would fall as work is shifted from the I-94 North-South freeway project to the Zoo Interchange project in 2012-13). Funding for the general transportation aid and mass transit aid programs would be decreased by 10% in calendar year 2012. If the Committee determines that the 21.8% reduction for the combined bicycle and pedestrian and transportation enhancements programs is too great in relation to other transportation programs, but that some reduction is warranted, one alternative would be to reduce the SEG funds by an amount necessary to generate a 10% reduction on the combined program base. This alternative would restore \$1,352,800 SEG annually to the bicycle and pedestrian facilities program, or slightly more than one-half of the proposed cut to that appropriation [Alternative #2].

ALTERNATIVES

1. Approve the Governor's recommendation to delete \$2,500,000 SEG annually for the bicycle and pedestrian facilities program, to eliminate state funding for that program.

2. Modify the Governor's recommendation by restoring \$1,352,800 SEG annually for the bicycle and pedestrian facilities program, to reduce the size of the funding reduction for the program to 10%, calculated on a base that includes the SEG and FED appropriations for bicycle and pedestrian facilities and the FED appropriation for the transportation enhancements grant program.

ALT 2	Change to Bill Funding
SEG	\$2,705,600

3. Delete provision.

ALT 3	Change to Bill Funding
SEG	\$5,000,000

Prepared by: Jon Dyck

ND

~~13~~

Bicycle and Pedestrian Facilities Grant Program. Increase funding by \$1,000,000 FED annually for the bicycle and pedestrian facilities grant program, to provide a total, when added to base funding, of \$3,720,000 FED annually.

ND

ND

~~14~~

Astronautics Assistance. Move to provide \$10,000 SEG in 2011-12 in the astronautics assistance appropriation for the Wisconsin Aerospace Authority.

↓ 181,24

ARG

~~15~~

Local Roads Improvement Program Funding. Transfer \$10,000,000 SEG annually from the state highway rehabilitation program to the discretionary grant component of the local roads improvement program. Increase the annual allocation for discretionary grants by \$5,000,000 each for town road projects and county highway projects.

PG

~~16~~

Limitations on Appeals and Litigation Expenses in Eminent Domain Proceedings. Make the following modifications with general applicability to the state's eminent domain law:

a. Limit the amount of attorney's fees included in the litigation expenses that are reimbursed by an acquiring authority, in cases involving the appeal of a condemnation award, to an amount equal to one-third of the difference between the amount awarded by the condemnation commission or jury verdict and the acquiring authority's rejected jurisdictional offer or highest written offer prior to the jurisdictional offer. Specify that if this amount is less than \$5,000, and the property owner shows good cause, the amount of reimbursed attorney's fees may exceed one-third of the difference, but may not exceed \$5,000. Specify that the same limits apply in cases of an appeal to a circuit court of an award of a condemnation commission, except that the calculation of the limit shall be based on the difference between the court's award and the condemnation commission's award.

b. Limit the circumstances under which litigation expenses may be awarded following an appeal in a condemnation proceeding, by increasing the trigger amount by which the final award must exceed the jurisdictional offer or highest written offer from at least \$700 and at least 15% of the offer, under current law, to at least \$10,000 and at least 15% of the offer.

Make the following modifications with applicability to: (1) property acquisition proceedings involving transportation projects, sanitary and storm sewers, watercourses, water transmission and distribution facilities, and gas or leachate extraction systems used to remedy environmental pollution from a solid waste disposal facility; and (2) other public and private entities with condemnation authority (such as other state and local agencies and utilities), except for certain types of projects initiated by first class cities (Milwaukee), municipal utilities, or for cemeteries, which are governed by separate statutory provisions:

a. Eliminate a current law provision that gives a property owner the right to file an appeal with the county condemnation commission or circuit court over the amount of an award for property acquisition and relocation or other related expenses in cases where the property conveyance occurred as the result of a negotiated settlement. Specify that this provision would first apply to conveyances recorded with the register of deeds on the general effective date of the budget act. Property owners would retain the right to refuse a negotiated settlement and appeal the amount of a subsequent condemnation award.

b. Specify that only an appraisal submitted by the condemning authority or an appraisal submitted by the property owner prior to the submission of a jurisdictional offer (following the failure to reach a negotiated settlement) may be introduced by either party in a subsequent appeal.

Make the following modification with applicability to property acquisition proceedings involving transportation projects and the other types of projects listed in "a" above:

Modify a current law provision relating to the appeal of a condemnation award (in cases not involving a negotiated settlement), to specify that only appraisals presented by the acquiring authority, or an appraisal prepared on behalf of the property owner and submitted to the acquiring authority prior to the service of a jurisdictional offer, may be used in an appeal.

Specify that these provisions would first apply to appeal actions brought, conveyances recorded, appraisals obtained, and negotiations obtained on the general effective date of the budget act.

ALG ~~X~~ *Relocation of Outdoor Advertising Signs.* Specify that realignment of a real estate site of an outdoor advertising sign that does not conform to a municipal or county ordinance where the realignment is caused by a state highway project shall not affect that sign's nonconforming status under that ordinance. Specify that in any case where such a sign is proposed to be moved as part of a state highway project, DOT shall notify the affected municipal or county government of the proposed realignment, and the affected municipal or county government may petition the Department to condemn the sign and any real estate interest of the sign owner that must be acquired. If the Department condemns the sign, the petitioning unit of government shall pay to the Department an amount equal to the condemnation award made for the sign and related real estate interest, less relocation costs for the sign that would have been paid by the Department if the sign had been relocated rather than condemned. Specify that in the event of nonpayment, the Department may withhold an amount due from the local government's general transportation aid payment. Specify that these provisions do not permit the alteration or movement of a sign that is nonconforming under state law.

EVM (18.) *Bidding Requirements for Public Works Projects.* Prohibit any county or municipality from using its own workforce to perform a highway improvement project on highways under its jurisdiction, or highways under the jurisdiction of another local government, if the project costs \$100,000 or more, and either of the following apply: (a) the project is funded in part or in full with federal funds, and construction commences after July 1, 2013; or (b) the project is funded in part or in full with state funds, not including funds received under the general transportation aid program, and construction commences after July 1, 2015. Specify that this restriction does not apply to: (a) projects performed by a county workforce on town roads if the state funding is provided under the local roads improvement program and the project complies with bidding requirements and exceptions under that program (as modified below); and (b) the portion of projects under the discretionary component of the county highway improvement program funded with county funds.

Prohibit any unit of government from doing any public construction, public works project, or construction-related services, including, without limitation, road, sewer, water,

stormwater, wastewater, recycling or bridge projects, for or with another unit of government under any agreement or arrangement, including, without limitation, an intergovernmental cooperative agreement or under local government purchasing provisions, but specify that this prohibition does not apply to town road projects funded under the local roads improvement program or public contracts entered into by a town with another unit of government, effective three months after the general effective date of the bill.

Prohibit any county from using its own workforce to perform a highway improvement project, not including highway maintenance work, for or with any village or city, regardless of the source of funds, if the project has a cost exceeding \$100,000, effective three months after the general effective date of the bill.

Specify that the restrictions, as described above do not apply in emergencies formally declared by the chief elected official of the municipality or county or for projects where all materials are donated and labor is provided by unpaid volunteers. Specify that the above restrictions do not apply to any projects conducted by a county under an individual project agreement approved prior to the general effective date of the bill.

Modify a current law provision that exempts county public works projects from general bidding requirements, under certain circumstances, to conform with these changes. Prohibit any county or municipality from dividing an improvement project into two or more pieces for the purpose of evading the \$100,000 thresholds in these provisions.

EVM
19. *Restrictions on Work Done for Private Entities.* Prohibit any local government, using its own workforce, from performing the construction of roads, sewers, water, stormwater, wastewater, grading, parking lots, or other infrastructure or construction-related services on behalf of a private entity, including infrastructure projects where the responsibility for the cost of the infrastructure belongs to a private entity, effective three months after the general effective date of the bill.

AR6
20. *Local Roads Improvement Program Bidding Requirements.* Modify the local roads improvement program bidding requirements, effective July 1, 2015, to: (a) eliminate a provision that allows a city or village to contract with a county for an improvement under the program if it does not receive a responsible bid for the project; (b) eliminate a provision that allows a county to perform work under the program under certain conditions, including if the county finds that it would be cost-effective to do so; and (c) specify that counties may perform work under the program for a city or village within the county or work on its own system only if the cost of the project is less than \$100,000. Specify, effective three months after the general effective date of the bill, that a county may not perform work for a project for which the county has prepared the required project cost estimate (a sealed estimate prepared prior to the submission of bids).

AR6
21. *Local Roads Improvement Program Project Eligibility.* Specify that a double seal coat project on a town road is eligible for funding under the local roads improvement program if it has a projected life of at least 10 years, similar projects in the same geographic area have performed satisfactorily, and the county highway commissioner of the county in which the project is located approves the project's eligibility.

22. *Prohibition on Alternative Bidding Methods.* Prohibit local governments from utilizing methods for letting public works projects for bid, other than accepting sealed bids, awarded to the lowest responsible bidder. Specify that this prohibition applies to bidding methods that give preference based on the geographic location of the bidder or that use other criteria that affect the selection of the lowest responsible bidder.

ARG 23. *Local Let Authority.* Eliminate a current law provision that authorizes DOT to designate the governing body of a local government as its agent on behalf of the state to perform bidding, contracting, and oversight responsibilities for a state highway improvement project.

ND 24. *State Highway Maintenance Program -- Funding.* Provide \$15,000,000 SEG annually for the state highway maintenance program.

ARG 25. *State Highway Maintenance Program -- DOT Requirements.* Require DOT to work cooperatively with the county highway departments to determine an appropriate level of state work sufficient to fully utilize manpower and equipment needed for winter maintenance. Require DOT, in each biennial budget submission, to include a funding proposal for maintenance activities performed by counties that is no less than the base year and includes an inflationary adjustment, if it is determined that the level of funding for that purpose is inadequate to perform needed maintenance activities.

ARG 26. *State Highway Maintenance Program -- Definitions of Maintenance Activities.* Modify provisions related to highway maintenance activities done by counties or municipalities, as follows: (a) eliminate the authority of DOT to contract with a county or municipality for maintenance of state trunk highways beyond the limits of the county or municipality, except that: (1) in cases where a short segment of highway passes through a county, but for which there is no access or only limited access to that highway from other parts of the county, the Department may contract with an adjoining county to maintain that short segment; and (2) the Department may deploy county and municipal maintenance resources across county lines for winter maintenance snow plowing, salting, deicing, pot hole filling, and incidents such as pavement and deck failures, incident response, and bridge hits; (b) modify the definition of maintenance to specify that it does not include repair that is a capital investment that will improve a highway facility for at least 10 years; (c) specify that maintenance activities include restoring material losses, patching, mudjacking, joint filling, crack sealing, and interim short resurfacing projects, provided that they are less than 500 feet in length, less than three-fourths inch thick, and cost less than \$25,000; (d) specify that the term maintenance does not include a highway improvement project; (e) modify a provision that authorizes the Department to contract "with a private entity for service or materials or both associated with the installation, replacement, or maintenance of highway signs, traffic control signals, highway lighting, pavement markings, and intelligent highway systems" to eliminate the phrase "associated with the ...systems"; and (f) make the following other modifications to the term "maintenance": (1) eliminate the distinction in the definition of maintenance between general maintenance and special maintenance; (2) modify the phrase "repair of highway surfaces..." to be "interim repair of highway surfaces..."; (3) change the term "complete repair" to "repair" and add the phrase "of travel surfaces, shoulders, roadsides and traffic weigh stations, park and ride lots, drainage facilities, bridges, bridge, tunnels" after "repair"; (4) include sanding of ice in the list of maintenance activities; (5) replace the term



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

May 24, 2011

Joint Committee on Finance

Paper #650

General Transportation Aids (DOT -- Local Transportation Aid)

[LFB 2011-13 Budget Summary: Page 432, #1]

CURRENT LAW

General transportation aid distribution amounts for 2011 and thereafter are \$104,416,800 for counties and \$328,507,300 for municipalities. The mileage aid rate is set at \$2,117 per mile for 2011 and thereafter. The distribution and mileage aid amounts for 2011 are 3% higher than the corresponding amounts for 2010. General transportation aid payments are made from two sum certain, transportation fund appropriations.

A minimum guarantee provision specifies that no county may receive a decrease in its aid payment in excess of 2%, and no municipality may receive a decrease of more than 5%, of its last previous calendar year payment. All counties and municipalities must report their highway-related expenditures for each calendar year. If a local government files a late report, its total aid for the following year is reduced by 1% for each working day that the report is late, to a maximum reduction of 10% (the resulting payment cannot be less than 90% of the previous year's payment). If the report is not received within 30 days of the filing date, the payment is equal to 90% of the prior year's payment.

GOVERNOR

Provide decreases in funding for general transportation aids as follows:

- a. *County Aid.* Decrease funding by \$329,400 SEG in 2011-12 and \$8,160,700 SEG in 2012-13 to provide a total of \$101,806,400 in 2011-12 and \$93,975,100 in 2012-13. Set the calendar year distribution at \$93,975,100 for calendar year 2012 and thereafter. This represents a 10% reduction from the 2011 aid level.

appropriations as shown below.

	<u>% Change in 2012 Aid</u>	<u>Calendar Year County Distribution 2012*</u>	<u>SEG Change to Base</u>		<u>SEG Change to Bill</u>	
			<u>2011-12</u>	<u>2012-13</u>	<u>2011-12</u>	<u>2012-13</u>
a.	0%	\$104,416,800	\$2,281,000	\$2,281,000	\$2,610,400	\$10,441,700
b.	-2	102,328,500	1,758,900	192,700	2,088,300	8,353,400
c.	-3	101,284,300	1,497,900	-851,500	1,827,300	7,309,200
d.	-4	100,240,100	1,236,800	-1,895,700	1,566,200	6,265,000
e.	-6	98,151,800	714,800	-3,984,000	1,044,200	4,176,700
f.	-8	96,063,500	192,700	-6,072,300	522,100	2,088,400

	<u>% Change in 2012 Aid</u>	<u>2012 Mileage Rate*</u>	<u>Calendar Year Municipal Distribution 2012*</u>	<u>SEG Change to Base</u>		<u>SEG Change to Bill</u>	
				<u>2011-12</u>	<u>2012-13</u>	<u>2011-12</u>	<u>2012-13</u>
g.	0%	\$2,117	\$328,507,300	\$4,784,100	\$4,784,100	\$16,425,300	\$32,850,700
h.	-2	2,075	321,937,200	1,499,100	-1,786,000	13,140,300	26,280,600
i.	-3	2,053	318,652,100	-143,500	-5,071,100	11,497,700	22,995,500
j.	-4	2,032	315,367,000	-1,786,000	-8,356,100	9,855,200	19,710,500
k.	-6	1,990	308,796,900	-5,071,100	-14,926,300	6,570,100	13,140,300
l.	-8	1,948	302,226,700	-8,356,200	-21,496,500	3,285,000	6,570,100

* And thereafter.

6. Delete provision. (No change to base level funding would be provided and payments 2011 and thereafter would be prorated at 97.8% for counties and 98.5% for municipalities).

ALT 6	Change to Bill Funding
SEG	\$48,197,900

Prepared by: Al Runde

2011-12 in a new appropriation for that purpose.

12. *Transportation Enhancements Grant for the Village of Fox Point.* Require DOT to award a grant to the Village of Fox Point for the purpose of the repair or replacement of the Bridge Lane Ravine footbridge.

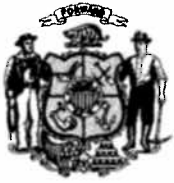
13. *Lincoln County CTH C/USH 51 Interchange.* Require DOT to construct an interchange at Lincoln County CTH C and USH 51 when the Department constructs an overpass at that intersection.

14. *Modify Item #11, Minimum Service Hour Requirements for Division of Motor Vehicles Service Centers:* Require that the centers provide some weekend or evening hours.

Posted By:
Wheeler Reports, Inc.

Note:

[Change to Motion #352: \$35,127,000 GPR-REV, ~~-\$125,000,000~~ GPR-Transfer, -\$160,127,000 SEG-REV, -\$106,478,300 GPR, \$50,927,900 SEG, and -\$31,000,000 BR]



State of Wisconsin
2011 - 2012 LEGISLATURE



LRBb1390/1
EVM&ARG:/:....

INSERTS

SENATE AMENDMENT,
TO 2011 ASSEMBLY BILL 40 g/s

RMR

6/16/11

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

2 **1.** Page 175, line 11: increase the dollar amount for fiscal year 2011-12 by
3 \$2,039,300 and increase the dollar amount for fiscal year 2012-13 by \$1,892,300 to
4 increase funding for the purposes for which the appropriation is made.

5 **2.** Page 175, line 13: increase the dollar amount for fiscal year 2011-12 by
6 \$6,374,100 and increase the dollar amount for fiscal year 2012-13 by \$6,178,100 to
7 increase funding for the purposes for which the appropriation is made.

8 **3.** Page 175, line 15: increase the dollar amount for fiscal year 2011-12 by
9 \$1,228,600 and increase the dollar amount for fiscal year 2012-13 by \$1,228,600 to
10 increase funding for the purposes for which the appropriation is made.

11 **4.** Page 177, line 10: increase the dollar amount for fiscal year 2011-12 by
12 \$646,300 and increase the dollar amount for fiscal year 2012-13 by \$2,585,300 to
13 increase funding for the purposes for which the appropriation is made.

1 **5.** Page 177, line 12: increase the dollar amount for fiscal year 2011-12 by
2 \$146,300 and increase the dollar amount for fiscal year 2012-13 by \$585,200 to
3 increase funding for the purposes for which the appropriation is made.

4 **6.** Page 177, line 14: increase the dollar amount for fiscal year 2011-12 by
5 \$1,714,600 and increase the dollar amount for fiscal year 2012-13 by \$6,858,300 to
6 increase funding for the purposes for which the appropriation is made.

7 **7.** Page 177, line 16: increase the dollar amount for fiscal year 2011-12 by
8 \$450,500 and increase the dollar amount for fiscal year 2012-13 by \$1,802,100 to
9 increase funding for the purposes for which the appropriation is made.

10 **8.** Page 638, line 4: after that line, delete the material inserted by assembly
11 amendment 1 to assembly amendment 1. ✓
INS 2-9

12 **9.** Page 644, line 6: after that line, delete the material inserted by assembly
13 amendment 1 to assembly amendment 1. ✓

14 **10.** Page 651, line 14: after that line, delete the material inserted by assembly
15 amendment 1 to assembly amendment 1. ✓

16 **11.** Page 662, line 6: delete lines 6 to 17. ✓

17 **12.** Page 664, line 18: delete lines 18 to 25. ✓

18 **13.** Page 922, line 15: delete lines 15 and 16 and substitute
19 “calendar year 2010 and \$68,583,200 for aid payable for calendar year 2011
20 and thereafter, to the eligible”. *PLAIN*
INS 2-17 *no ff*

21 **14.** Page 923, line 2: delete lines 2 and 3 and substitute
22 “calendar year 2010, and \$18,021,300 for aid payable for calendar year 2011
23 and thereafter, to the eligible”. *no ff*

2011-2012 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRBb1390/lins
ARG:.....

INS 2-9

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2

1. Page 182, line 10: increase the dollar amount for fiscal year 2011-12 by \$1,352,800 and increase the dollar amount for fiscal year 2012-13 by \$1,352,800 to increase funding for the bicycle and pedestrian facilities program.

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4

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INS 2-17

6

2. Page 898, line 17: after that line insert:

7

“SECTION 2214m. 84.013 (3m) (g) of the statutes is created to read:

8

84.013 (3m) (g) The department shall construct an interchange at USH 51 and

9

CTH “C” in Lincoln County when the department constructs an overpass at this intersection.”.

10

11

INS 3-13

✓

12

3. Page 1482, line 18: after that line insert:

13

“(11q) GRANT TO THE TOWN OF POUND. Notwithstanding the requirement in 2007

14

Wisconsin Act 20, section 9148 (11x), that the grant be for the extension of N. 19th

15

Road to W. 16th Road, the town of Pound in Marinette County may use the grant

16

awarded by the department of transportation under 2007 Wisconsin Act 20, section

17

9148 (11x), for any suitable local highway project.”.

✓