



WISCONSIN LEGISLATIVE COUNCIL AMENDMENT MEMO

2003 Senate Bill 514

Senate Amendments 1 and 2

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Senate Amendment 1

Senate Bill 514 provides that, prior to constructing a major highway project involving a bypass, the Department of Transportation (DOT) must notify the governing body of the city, village, or town primarily to be affected by the bypass of DOT's proposed construction of the bypass. If the governing body of the city, village, or town adopts a resolution, within 90 days of being notified by DOT, stating that an active bypass is in the best public interest of the city, village, or town and sends a copy of the resolution to DOT within seven days of its adoption, DOT is required to design and construct an active bypass. The bill defines "active bypass" as a bypass of an existing highway that is designed and constructed in such a way that access to the bypass requires motorists to exit the existing highway in order to travel on the bypass.

Senate Amendment 1 *deletes* this provision from the bill.

Senate Amendment 2

Senate Bill 514 specifies that DOT, in providing any matching funds for local highway projects, is required to fund the construction of any highway lane without regard to whether it is a travel lane or parking lane. This requirement applies only to local highway projects that are in business areas under the State Main Street Program or in downtowns certified by the Department of Commerce.

Senate Amendment 2 *deletes* this provision from the bill.

Legislative History

Senate Bill 514 was introduced by Senator Lassa and others; cosponsored by Representative Schoof and others on March 1, 2004. The bill was initially referred to the Senate Committee on Economic Development, Job Creation and Housing but was subsequently withdrawn from that

committee and referred to the Senate Higher Education and Tourism Committee on March 1, 2004. Senate Amendments 1 and 2 were offered by Senator Lassa on March 3, 2004. In executive session on March 4, 2004, the Higher Education and Tourism Committee recommended adoption of both amendments to the bill on votes of Ayes, 5; Noes, 0. The committee recommended passage of the bill, as amended, on a vote of Ayes, 4; Noes, 1.

The bill was withdrawn from the Senate Committee on Organization and referred to the Joint Committee on Finance on March 4, 2004.

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