



Legislative Fiscal Bureau

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Joint Committee on Finance

Paper #595

Permanent Vehicle Environmental Impact Fee (DNR -- Air, Waste, and Contaminated Land)

Bill Agency

[LFB 2007-09 Budget Summary: Page 429, #4]

CURRENT LAW

The Department of Transportation collects a vehicle environmental impact fee of \$9 per vehicle at the time of titling new and used vehicles and deposits the revenue in the environmental fund. Between December 1, 1997, and November 30, 1999, the fee was \$5 per new or used vehicle. Between December 1, 1999, and September 30, 2001, the fee was \$6 per vehicle. The fee was increased to \$9 effective October 1, 2001. The fee has been extended for two years at a time since 1997. The fee is currently sunset on December 31, 2007. The vehicle fee generated \$12.8 million in 2005-06, which was 52% of the revenue to the environmental management account (excluding revenue for Fox River remediation). The fee is expected to generate \$12.3 million in 2006-07.

The environmental management account is used for contaminated land and brownfields cleanup programs, including DNR administration of remediation and redevelopment, groundwater management and solid waste management activities, brownfields grant programs in DNR and Commerce, debt service costs for general obligation bonds issued for state-funded cleanup of contaminated land and sediment, and state-funded cleanup of contaminated properties where there is no responsible party able or willing to pay for the cleanup. The account also funds environmental programs in the Department of Health and Family Services (DHFS), Department of Military Affairs (DMA), and the University of Wisconsin System. Revenues to the account totaled \$24.8 million in 2005-06 and are anticipated to generate approximately \$24.5 million in 2006-07 (excluding \$8.3 million in 2005-06 and an estimated \$5.0 million in 2006-07).

for site specific remediation of Fox River contaminated sediments). The account also receives revenues from three solid waste tipping fees totaling 64¢ per ton of non- high-volume industrial solid waste or 34¢ per ton of high-volume industrial solid waste. Other fees to the account include petroleum inspection fees through a transfer from the segregated petroleum inspection fund, pesticide and fertilizer fees, hazardous spills reimbursements from responsible parties at sites where DNR paid for cleanup, hazardous waste generator fees, sanitary permit surcharges, and several other smaller environmental fees.

GOVERNOR

Eliminate the December 31, 2007, sunset of the vehicle environmental impact fee, making the fee permanent. The administration estimated the fee would generate additional revenues to the environmental management account of \$6,450,000 in 2007-08 and \$12,964,500 in 2008-09.

DISCUSSION POINTS

1. The vehicle environmental fee was created in 1997 Act 27 as a \$5 fee per new and used vehicle. It was increased in subsequent biennial budget acts to its current \$9 amount, largely to fund brownfields grant programs, but also for contaminated land cleanup programs, administrative staff, state-funded response actions at contaminated sites where there is no responsible party able or willing to cleanup the property, and debt service for general obligation bonds issued for contaminated land cleanup. The fee sunset has been extended for two years at a time in each of the past five biennial budgets.

2. The environmental management account will have an estimated June 30, 2007, balance of \$0.9 million. Table 1 shows estimated revenues and expenditures to the environmental management account under current law from 2005-06 through 2008-09. Expenditures shown in the table would total \$53.9 million during the biennium (other than Fox River remediation), and would include base funding levels, standard budget adjustments (mostly full funding of salaries) and estimated debt service amounts. Under current law, the account would be projected to have a deficit of \$22.6 million on June 30, 2009. This would include no continuation of the vehicle fee after December 31, 2007.

3. Table 2 shows that, under the bill, the environmental management account would be expected to be approximately \$200,000 short of authorized commitments. This is due to a recent reestimate of vehicle environmental impact fee revenue in 2006-07 and environmental repair tipping fee increases under the bill being less than previously estimated by the administration. Table 2 shows estimated revenues and expenditures to the environmental management account under the bill. This includes continuation of the vehicle fee and the Governor's recommended increase in the environmental repair tipping fee (described in a separate budget paper).

TABLE 1

**Estimated Condition -- Environmental Management Account
of the Environmental Fund, Current Law
(\$ Millions)**

	2005-06 <u>Actual</u>	2006-07 <u>Estimated</u>	2007-08 <u>Estimated</u>	2008-09 <u>Estimated</u>
Opening Balance	\$30.6	\$28.3	\$26.1	\$18.0
Revenues				
Vehicle Environmental Impact Fee	\$ 12.8	\$12.3	\$6.5	\$0.0
Solid Waste Tipping Fees	5.7	5.6	5.7	5.7
Transfer from Petroleum Inspection Fund	1.8	1.8	1.8	1.8
Pesticide and Fertilizer Fees	1.4	1.4	1.4	1.4
Sanitary Permit Surcharge	0.5	0.5	0.5	0.5
Nonmetallic Mining Fees	0.2	0.2	0.2	0.2
Fox River and Cooperative Remedial Action	8.3	5.0	5.0	5.0
Other Fees and Income	1.5	1.6	1.6	1.5
Interest Income	<u>0.9</u>	<u>1.1</u>	<u>0.8</u>	<u>0.8</u>
Total Revenue	\$33.1	\$29.5	\$23.5	\$16.9
 Total Revenue Available	 \$63.7	 \$57.8	 \$49.6	 \$34.9
Expenditures and Reserves				
DNR Administration	\$9.3	\$9.2	\$9.8	\$9.9
Commerce Brownfields Grants	4.3	7.0	7.0	7.0
DNR Brownfields, Site Assessment, and Greenspace Grants	2.2	2.2	2.2	2.2
DNR State-funded Response	2.3	2.4	2.4	2.4
DNR Well Compensation Grants	0.2	0.3	0.3	0.3
Fox River and Cooperative Remedial Action	8.3	5.0	5.0	5.0
Debt Service for General Obligation Bonds	3.2	4.1	4.1	4.6
Other Agencies *	0.4	0.4	0.4	0.4
Pay Plan Reserves	<u>0.0</u>	<u>0.3</u>	<u>0.2</u>	<u>0.5</u>
 Total Expenditures	 \$30.2	 \$30.9	 \$31.6	 \$32.3
Less Transfers to General Fund	<u>5.2</u>	<u>0.8</u>	<u>0.0</u>	<u>0.0</u>
Ending Cash Balance	\$28.3	\$26.1	\$18.0	\$2.6
Less Encumbrances and Continuing Balances **	25.6	25.2	25.2	25.2
Closing Available Balance	\$2.7	\$0.9	- \$7.2	- \$22.6

* Includes Department of Health and Family Services groundwater and air quality standards, Department of Military Affairs emergency response training and UW System environmental education.

** In 2005-06, funds committed, but not yet spent, include \$13.0 million for Commerce brownfields grants; \$4.7 million for DNR brownfields site assessment, green space and sustainable urban development zone grants, \$2.1 million for DNR state-funded response, \$5.2 million for DNR site specific (Fox River) remediation, \$0.4 million for DNR well compensation and \$0.3 million for other encumbrances.

TABLE 2

**Estimated Condition -- Environmental Management Account
of the Environmental Fund, SB 40
(\$ Millions)**

	2005-06 <u>Actual</u>	2006-07 <u>Estimated</u>	2007-08 <u>Estimated</u>	2008-09 <u>Estimated</u>
Opening Balance	\$30.6	\$28.3	\$26.1	\$25.3
Revenues				
Vehicle Environmental Impact Fee	\$ 12.8	\$12.3	\$12.9	\$12.9
Solid Waste Tipping Fees	5.7	5.6	6.9	8.2
Transfer from Petroleum Inspection Fund	1.8	1.8	1.8	1.8
Pesticide and Fertilizer Fees	1.4	1.4	1.4	1.4
Sanitary Permit Surcharge	0.5	0.5	0.5	0.5
Nonmetallic Mining Fees	0.2	0.2	0.2	0.2
Fox River and Cooperative Remedial Action	8.3	5.0	5.0	5.0
Other Fees and Income	1.5	1.6	1.6	1.6
Interest Income	<u>0.9</u>	<u>1.1</u>	<u>0.8</u>	<u>0.8</u>
Total Revenue	\$33.1	\$29.5	\$31.1	\$32.4
 Total Revenue Available	 \$63.7	 \$57.8	 \$57.2	 \$57.7
Expenditures and Reserves				
DNR Administration	\$9.3	\$9.2	\$10.3	\$10.3
Commerce Brownfields Grants	4.3	7.0	7.0	7.0
DNR Brownfields, Site Assessment, and Greenspace Grants	2.2	2.2	2.2	2.2
DNR State-funded Response	2.3	2.4	2.4	2.4
DNR Well Compensation Grants	0.2	0.3	0.3	0.3
Fox River and Cooperative Remedial Action	8.3	5.0	5.0	5.0
Debt Service for General Obligation Bonds	3.2	4.1	4.1	4.6
Other Agencies	0.4	0.4	0.4	0.4
Pay Plan Reserves	<u>0.0</u>	<u>0.3</u>	<u>0.2</u>	<u>0.5</u>
 Total Expenditures	 \$30.2	 \$30.9	 \$31.9	 \$32.7
Less Transfers to General Fund	<u>5.2</u>	<u>0.8</u>	<u>0.0</u>	<u>0.0</u>
Ending Cash Balance	\$28.3	\$26.1	\$25.3	\$25.0
Less Encumbrances and Continuing Balances	25.6	25.2	25.2	25.2
Closing Available Balance	\$2.7	\$0.9	\$0.1	- \$0.2

4. Estimated environmental management account expenditures during the biennium would equal \$54.6 million (\$26.9 million in 2007-08 and \$27.7 million in 2008-09) for purposes other than Fox River remediation, and would include biennial totals of \$20.6 million for DNR administration and 77.21 staff, \$14.0 million for Commerce brownfields grants, \$4.4 million for

DNR brownfields site assessment grants and green space grants, \$4.8 million for state-funded response, \$0.6 million for well compensation grants, \$8.7 million for debt service for general obligation bonds for remedial action and administrative facilities, \$0.8 million for other agencies with 2.0 staff, and \$0.7 million for payplan reserves. Attachments 1 and 2 show additional detail about the account revenues and appropriations.

5. In 2006-07, the vehicle fee will provide approximately 50% of the estimated \$24.5 million in revenues to the environmental management account (excluding the \$5 million anticipated to be received for remediation of Fox River contaminated sediments). Under the bill, in 2007-09, the fee would provide approximately 48% of the \$53.5 million in estimated revenues to the account (excluding Fox River remediation).

6. It could be argued that extension of the fee for two years at a time for the past 10 years has perpetuated a level of uncertainty about ongoing funding levels for contaminated land and brownfields cleanup programs. Others would argue that review of the revenue source every two years provides an opportunity to review other funding sources. However, over the past decade no other funding source has been adopted to replace the vehicle environmental impact fee. (A separate budget paper discusses the Governor's recommendation to increase the environmental repair solid waste tipping fee to balance the environmental management account.)

7. Some would argue that the vehicle title fee is an appropriate funding mechanism for contaminated land programs because it has a broad base of payers throughout the state. (Ownership of approximately 1.4 million motor vehicles is transferred annually.) In addition, there are some disposal or contamination problems related to vehicles and petroleum products, and some road construction projects lead to discovery and cleanup of contamination from petroleum tanks or other hazardous substances.

8. Others would argue that the state should not continue to use the vehicle fee to fund contaminated land cleanup programs, but rather, any vehicle title fees collected by the Department of Transportation should be used for transportation-related activities.

9. It could be argued that the vehicle environmental impact fee should be made permanent in order to provide a long-term funding source for brownfields and contaminated land cleanup grants, state administration, and state-funded response cleanup activities. During the 10 years that the fee has existed, conversion of the fee to permanent has generated support from proponents of state brownfields and contaminated land cleanup efforts. Under the bill, contaminated land and brownfields cleanup programs would be provided a stable funding source beyond a two-year timeframe.

10. If the \$9 vehicle environmental impact fee is not continued after the current law end date of December 31, 2007, there will not be sufficient revenues to fund all of the appropriations from the environmental management account, and either significant alternative revenues or expenditure reductions would be needed. Revenues during the biennium would be approximately \$19.4 million less than under the bill. If no alternative revenues are provided, expenditures would

have to be reduced by approximately 43%. However, three appropriations could not be reduced, including: (a) the two sum sufficient DNR appropriations for general obligation bond debt service (\$860,200 for DNR administrative facilities and \$7,833,600 for remedial action in the 2007-09 biennium); and (b) the DNR appropriation for site specific remediation which receives revenues, primarily for remediation of Fox River contaminated sediments, that must be spent for the purposes for which the revenues were received. Further, a UW environmental education appropriation receives 50% of environmental assessments from fines or forfeitures for violation of DNR environmental rules or orders (approximately \$95,000 annually), and could only be reduced by modifying this statutory designation.

11. If the Committee chooses not to continue the \$9 vehicle environmental impact fee, and if it wants to maintain expenditures from the account at the amounts included in the bill, the Committee could provide an alternative revenue source. For example, increasing the solid waste tipping fees deposited in the environmental management account could be considered. A separate budget paper describes tipping fees deposited in the environmental management account. The current solid waste tipping fees deposited in the account will comprise approximately 23% of the 2006-07 account revenues.

12. Current revenues other than the vehicle environmental impact fee and solid waste tipping fees comprise 27% of the anticipated revenue to the account in 2006-07. (See Attachment 1 for a list.) These revenues include a transfer from the petroleum inspection fund, pesticide and fertilizer fees, and sanitary permit surcharges. There is little change in these revenues from year to year. If the vehicle fee is not continued, it may be impractical to increase any of the other existing fees, other than the solid waste tipping fees, to a level sufficient to replace the revenue currently generated by the vehicle fee.

13. If the Committee chooses not to continue the current \$9 fee beyond December 31, 2007, and does not provide alternative revenues, in order to maintain a positive fund balance, expenditure authority of appropriations from the environmental management account could be reduced. There are various ways the reduction could be made. For example, if the fee is not continued, all appropriations from the environmental management account could be decreased (other than debt service, site specific remediation, and the UW appropriation) by 43% annually (\$9,665,900 in 2007-08 and \$9,693,100 in 2008-09) from the amounts under the bill and the number of authorized positions could be reduced by the same percentage (34.06 FTE annually). It could be argued that if expenditure authority reductions are made, the reductions should be applied equally to all appropriations from the account.

14. A reduction of 43% in 2007-09 in all environmental management account appropriations would have a significant impact on state funds spent on state oversight of, and assistance for, contaminated land, groundwater and brownfields cleanups, state-funded response cleanup, and other environmental activities funded from the account. Affected agencies, primarily DNR, would have to significantly reduce the amount of effort spent on reviewing cleanup of contaminated and brownfields sites, groundwater management, and solid waste management. In addition, DNR and Commerce would have a 43% reduction in funds spent on brownfields grants,

brownfield site assessment grants, brownfield green space grants, and state-funded cleanup of sites where there is no responsible party able or willing to pay for the cleanup. Position reductions associated with a 43% reduction can be anticipated to result in layoffs of staff. In addition, if DNR is faced with having to implement workforce reductions, all LTEs in a particular job classification would have to be laid off before a permanent employee in the same classification could be laid off. It should be noted that the reduction in positions would represent a 58% reduction in the number of positions authorized from the account between 2002-03 and 2008-09.

15. Since the vehicle fee was enacted, in large part, to provide funds for brownfields cleanups, if the fee is ended, expenditure reductions could be made in the DNR and Commerce brownfields grants and state cleanup appropriations, and not in administrative appropriations. For example, an 81% reduction could be made in each year (\$9,679,500 SEG annually) in each of the appropriations for the Commerce brownfields grants, DNR brownfield site assessment grant, DNR brownfield green space grant, DNR well compensation grant, and DNR state-funded response. This level of decrease would result in dramatically reducing state grants for brownfields redevelopment activities and for state-funded cleanup (\$2.3 million annually would remain).

16. In the 2001-03 biennium, expenditures from the environmental management account were reduced so that \$11,087,100 could be transferred from the account to the general fund to help balance the general fund. In the 2003-05 biennium, in order to maintain a positive account balance, 2003 Act 33 deleted \$3,656,500 SEG (a decrease of approximately 26.5%) and 25.03 positions from most appropriations from the environmental management account in 2004-05, including DNR administrative appropriations, Department of Health and Family Services groundwater and air quality standards, and Department of Military Affairs emergency response training. In the same budget, \$1,873,500 was transferred from the environmental management account to the general fund to help balance the general fund. In addition, the 2003-05 budget as passed by the Legislature, would have directed that the \$1.3 million annually of pesticide, fertilizer, and soil additive fees deposited in the environmental management account instead be deposited in the agrichemical management fund, and reduced the DNR Air and Waste Division operations appropriation from the environmental management account by \$1,120,000 in each of 2003-04 and 2004-05, but did not make a reduction in the number of authorized positions. In 2003 Act 33, the Governor vetoed the transfer of the pesticide, fertilizer, and soil additive fees from the environmental management account to the agrichemical management fund, but could not use his veto to restore the \$1,120,000 in annual expenditure authority that was deleted under the Act. In order to manage the expenditure reduction, DNR held four authorized positions vacant and shifted 10 SEG staff to federal funding.

17. Under the 2005-07 budget act, the number of environmental management account SEG positions increased from 69.38 in 2004-05 to 79.94 in 2006-07. However, this included the conversion of 26 positions to SEG (23.0 GPR and 3.0 PR) and a decrease of 14 environmental management account positions under budget reductions (4.0 in waste management and the 10.0 SEG in remediation an redevelopment that had been administratively shifted to federal sources) that were held vacant during much of the 2003-05 biennium. The 2005-07 budget also included a transfer of \$5,000,000 from the environmental management account to the general fund, and \$1,000,000 to the conservation fund, to help balance those funds.

18. In addition to the environmental management account shortfall under the bill, the DNR remediation and redevelopment program recently identified a brownfields staffing issue. The program is authorized base funding of \$6.4 million for 81.59 positions, of which 21.59 are from the environmental management account. In addition, the program currently has 12.0 FED project positions that were authorized by DOA but are not included in the base staffing authorization, to provide the program a total of 93.59 positions in 2006-07. The program also supports up to approximately 26 limited term employees (LTEs). While neither the DNR budget request, nor the Governor's 2007-09 budget recommendations would change the authorized number of positions in the program, the remediation and redevelopment program anticipates that federal and program revenues may not be sufficient to support all of the currently authorized positions. Remediation and redevelopment staff recently expressed concerns that federal funding levels might decline in the 2007-09 biennium, and therefore may be insufficient to support up to 10.0 positions. While DNR's projections of funding shortages assume significant declines in federal revenues, federal grant amounts have not been finalized for the biennium.

19. Remediation and redevelopment program officials anticipate that resource reductions necessitated by the vehicle fee sunset would result in reductions in activities related to the number and timeliness of approvals of site cleanup closures, technical assistance to persons undertaking cleanups, approval of exemptions from future liability for voluntary parties that complete site cleanups, administration of state-lead cleanup of sites where the responsible party is not known or able to do the cleanup, processing of brownfields site assessment grant applications, administration of federal brownfields grants awarded to DNR for cleanup activities, administration of requirements for insurance at certain sites where voluntary parties are undertaking a cleanup, and support activities performed by LTEs.

20. A potential 43% reduction in expenditure levels if the vehicle fee is not continued would also be expected to result in decreases in the services provided by other DNR programs funded from the environmental management account. DNR officials anticipate that the waste and materials management program would experience longer review times for projects involving beneficial reuse of solid waste, reduced oversight and monitoring for environmental contamination at landfills, delays in hydrogeologic reviews of feasibility studies associated with the siting of new landfills or expansions of existing landfills, and less analysis of groundwater sampling data related to waste facilities. DNR anticipates the drinking water and groundwater program would experience reductions in oversight and compliance of high capacity wells, management of data related to sampling and testing of private water supplies, development of groundwater standards, education and training of well drillers and pump installers, and groundwater monitoring and research. DNR anticipates the watershed management program would experience reductions in wastewater regulatory activities such as permit drafting and compliance. DNR anticipates the Customer Assistance and Employee Services Division would experience reductions in maintenance of financial and accounting information technology systems, customer service staff at a Department service center, information technology staff, and financial services grants administration. The CAES Division is also budgeted funds for rental costs for DNR facilities and building and grounds maintenance. DNR indicates that if these funds are reduced by over 40%, the costs would be passed on to programs housed in the facilities.

21. The Commerce brownfields grant program, with base funding of \$7,000,000 annually, provides financial assistance to private entities and local governments for the costs of brownfields redevelopment projects and associated environmental remediation activities. The DNR brownfield site assessment grant program, with base funding of \$1,700,000, provides financial assistance to local governments to perform the environmental assessment and initial investigation at contaminated properties, and demolition of structures, asbestos abatement associated with demolition, and removal of abandoned containers and petroleum product storage tanks. It does not pay for the remediation activities and is not available to private entities. The DNR brownfield green space grant program, with base funding of \$500,000, provides financial assistance to local governments for brownfields remediation projects that have a long-term public benefit, including the preservation of green space, the development of recreational areas, or the use of a property by the local government. The well compensation grant program, with base funding of \$294,000, provides grants, primarily to residences, to replace, reconstruct or treat contaminated water supply wells, or to connect to a community water supply. The state-funded response appropriation, with base funding of \$2,440,800, pays for DNR expenditures related to DNR-lead cleanups of contaminated sites where the responsible party is unknown or can not or will not clean up the site, the state share at certain federal Superfund site cleanups, emergency response and cleanups, response and cleanup of abandoned containers of hazardous substances where the responsible party can not be identified, DNR-lead remedial actions at abandoned privately-owned landfills, and DNR-lead cleanups resulting from responsible party payment of court settlements.

22. If the Committee does not make the fee permanent, it could consider continuing the fee for four years to December 31, 2011. This would allow the program to have stable funding for two biennia instead of one. (Alternative 2). Alternatively, the Committee could again consider continuing the fee for two years, to December 31, 2009. This would allow the Legislature to review the appropriate type and level of revenue sources for the environmental management account in the 2009-11 biennial budget. (Alternative 3).

ALTERNATIVES TO BILL

1. Approve the Governor's recommendations to repeal the December 31, 2007, sunset of the \$9 vehicle environmental impact fee, making the fee permanent. As a technical matter, reestimate revenues from the fee to be \$6,453,000 in 2007-08 and \$12,906,000 in 2008-09 (a decrease of \$55,500 during the biennium from the bill).

ALT 1	Change to Bill Revenue	Change to Base Revenue
SEG	- \$55,500	\$19,359,000

2. Approve a continuation of the \$9 vehicle environmental impact fee until December 31, 2011 (four years).

ALT 2	Change to Bill Revenue	Change to Base Revenue
SEG	- \$55,500	\$19,359,000

3. Approve a continuation of the \$9 vehicle environmental impact fee until December 31, 2009 (two years).

ALT 3	Change to Bill Revenue	Change to Base Revenue
SEG	- \$55,500	\$19,359,000

4. Delete provision. The vehicle environmental impact fee would end on December 31, 2007.

ALT 4	Change to Bill Revenue	Change to Base Revenue
SEG	- \$19,414,500	\$0

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Attachments

ATTACHMENT 1

Estimated Environmental Management Account Revenues 2006-07 through 2008-09, SB 40

<u>Revenue Source</u>	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>
Vehicle Environmental Impact Fee	\$12,348,000	\$12,906,000	\$12,906,000
Environmental Repair Tipping Fee	4,259,000	5,602,100	6,870,300
Petroleum Inspection Fund	1,816,300	1,816,300	1,816,300
Pesticide and Fertilizer Fees	1,371,300	1,371,300	1,371,300
Groundwater Waste Generator Tipping Fee	925,900	945,100	946,300
Hazardous Spill Reimbursement	800,000	800,000	800,000
Sanitary Permit Surcharge	500,000	500,000	500,000
Hazardous Waste Generator Fee	500,000	500,000	500,000
Well Compensation Tipping Fee	370,400	378,000	378,500
Environmental Assessment *	190,000	190,000	190,000
Nonmetallic Mining Fees	160,000	160,000	160,000
Land Disposal Permit	65,000	65,000	65,000
Bulk Tank Surcharge	21,000	21,000	21,000
Septic System Servicing Fee	20,000	20,000	20,000
Environmental Repair Surcharge	6,000	6,000	6,000
Environmental Repair Base Fee	4,000	4,000	4,000
Civil Action Damages	2,200	2,200	2,200
Investment Income	1,130,000	800,000	800,000
Site Specific (Fox River) Remediation **	5,000,000	5,000,000	5,000,000
Miscellaneous Revenue	<u>7,000</u>	<u>7,000</u>	<u>7,000</u>
Total	\$29,496,100	\$31,094,000	\$32,363,900

* Fifty percent of environmental assessment revenue is deposited in the University of Wisconsin System's environmental education appropriation to fund environmental education grants.

** This includes any moneys received for remediation at specific sites, primarily the Fox River contaminated sediment cleanup, in settlement of actions initiated under certain federal regulations or court orders. These revenues can only be used for the purposes for which received.

ATTACHMENT 2

Appropriations From the Environmental Management Account, 2006-07 through 2008-09, SB 40

		<u>2006-07</u>	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>	
		<u>2006-07</u>	<u>Positions</u>	<u>Governor</u>	<u>Governor</u>	<u>Positions</u>
Natural Resources (370)						
(2)(dv)	Environmental repair; spills; abandoned containers	\$2,440,800		\$2,440,800	\$2,442,900	
(2)(mq)	Air and waste operations	3,200,200	32.25	3,198,000	3,205,900	32.25
(2)(mr)	Brownfields operations	252,700	3.00	367,500	367,800	3.00
(2)(du)*	Site specific remediation	5,000,000		5,000,000	5,000,000	
(2)(fq)	Indemnification agreements	0		0	0	
(3)(mq)	Enforcement and science operations	990,600	8.08	1,189,800	1,200,000	8.08
(4)(ar)	Groundwater management	91,900	0.00	91,900	91,900	
(4)(mq)	Water operations	3,124,300	29.67	3,519,400	3,536,000	29.67
(4)(au)*	Cooperative remedial action; contributions	0		0	0	
(4)(av)*	Cooperative remedial action; interest on contributions	0		0	0	
(6)(cr)	Well compensation grants	294,000		294,000	294,000	
(6)(et)	Brownfield site assessment grants	1,700,000		1,700,000	1,700,000	
(6)(eu)	Brownfields green space grants	500,000		500,000	500,000	
(7)(bq)	Remedial action debt service	3,769,200		3,747,600	4,086,000	
(7)(br)	Contaminated sediment debt service	0		0	0	
(7)(er)	Administrative facilities debt service	300,900		390,300	469,900	
(8)(mv)	Administration and technology operations	683,000	0.00	1,065,100	1,090,000	
(9)(mv)	Customer assistance and external relations operations	859,700	4.94	796,600	798,200	4.21
Commerce (143)						
(1)(qm)	Brownfields grant program; environmental fund	7,000,000		7,000,000	7,000,000	
Health and Social Services (435)						
(1)(q)	Groundwater and air quality standards	287,300	2.00	306,000	306,000	2.00
Military Affairs (465)						
(3)(t)	Emergency response training -- environmental fund	7,700		7,700	7,700	
University of Wisconsin System (285)						
(1)(r)*	Environmental education; environmental assessments	<u>95,000</u>		<u>95,000</u>	<u>95,000</u>	
Total SEG Environmental Management Account Appropriations		\$30,597,300	79.94	\$31,709,700	\$32,191,300	79.21

* Appropriations are continuing and show the currently estimated revenue that would be available solely for the purposes of the appropriation, rather than the Chapter 20 amount.