

TRANSPORTATION

Omnibus Motion -- Change to Base

Motion:

Move to include the following:

**Transportation Finance**

1. *Fuel Supplier's Administrative Allowance.* Effective the first day of the third month beginning after publication of the bill, increase from 0.675% to 1.35% the administrative allowance that licensed motor vehicle fuel suppliers may deduct when remitting the fuel tax on gasoline. Under current law, licensed motor vehicle fuel suppliers may deduct an allowance of 0.675% when remitting the fuel tax on gasoline to DOT. Of the 0.675% allowance, 0.625% must be passed on to the wholesale distributor by the supplier when the distributor pays the gasoline tax to the supplier. The allowance does not pertain to diesel fuel or the petroleum inspection fee. The provision would specify that a licensed motor vehicle fuel supplier may deduct an allowance of 1.35% when remitting the fuel tax on gasoline to the Department and, of the 1.35% allowance, 1.25% would be required to be passed on to the wholesale distributor by the supplier when the distributor pays the gasoline tax to the supplier. Assuming an October 1, 2021, effective date, decrease estimated transportation fund revenue by \$3,800,000 SEG-REV in 2021-22 and by \$5,400,000 SEG-REV in 2022-23.

2. *One-Time General Fund Transfer (GPR Transfer) (LFB Summary, Page 563 Item #2).* Increase the GPR transfer to the transportation fund from 0.25% of general fund tax collections to 1% of general fund tax collections in 2021-22 on a one-time basis. Increase the estimated 2021-22 GPR transfer by \$147,079,500 GPR Transfer, from \$49,026,500 (SEG-REV) to \$196,106,000 (SEG-REV).

3. *Ongoing General Fund Transfer (GPR Transfer) (LFB Summary, Page 563 Item #2).* Increase the GPR transfer to the transportation fund from 0.25% of general fund tax collections to 0.5% of general fund tax collections starting in 2022-23 on an ongoing basis. Increase the estimated 2022-23 GPR transfer by \$51,207,000 in 2022-23, from \$51,207,000 (SEG-REV) to \$102,414,000 (SEG-REV).

4. *Current Law General Fund Transfer (LFB Summary, Page 563 Item #2).* Increase the GPR transfer to the transportation fund by \$3,859,200 GPR Transfer in 2021-22 and \$3,589,600 GPR Transfer in 2022-23, resulting in increases in corresponding amounts of SEG-REV into the transportation fund. Including these increases, the estimated current law transfers would be \$49,026,500 in 2021-22 and \$51,207,000 in 2022-23. These amounts reflect Legislative Fiscal Bureau June, 2021, re-estimates of general fund tax revenues.

5. *Reestimated Debt Service.*

a. *Revenue Bond Debt Service (SEG-REV).* Decrease estimated transportation fund revenue by \$1,025,200 SEG-REV in 2021-22 and \$7,581,000 SEG-REV in 2022-23 to reflect increases in the amount of vehicle registration and other pledged revenue needed to pay principal and interest on transportation revenue bonds. Authorized bonding associated with this debt service is shown in a separate item.

b. *General Obligation Bonds (SEG).* Increase estimated transportation fund-supported, general obligation bond debt service by \$3,033,900 SEG in 2022-23. Authorized bonding associated with this debt service is shown in a separate item.

**Local Transportation Aid**

6. *General Transportation Aid (LFB Paper #590).* Adopt Alternative #1 to provide the following related to the general transportation aids program:

*County Aid.* Increase funding by \$611,000 SEG in 2021-22 and \$3,067,300 SEG in 2022-23 to fund a 2.0% increase each year to the calendar year general transportation aid distribution for counties. The calendar year distribution for counties is currently equal to \$122,203,200. This would provide a calendar year distribution amount for counties equal to \$124,647,300 for 2022 and \$127,140,200 for 2023 and thereafter.

*Municipal Aid.* Increase funding by \$3,835,100 SEG in 2021-22 and \$11,581,900 SEG in 2022-23 to fund a 2.0% increase each year to the calendar year general transportation aid distribution for municipalities. The calendar year distribution level for municipalities is currently equal to \$383,503,200. This would provide a calendar year distribution amount for municipalities equal to \$391,173,300 for 2022 and \$398,996,800 for 2023 and thereafter. Increase the mileage aid rate by 2.0% each year (from its current level of \$2,628 per mile) to \$2,681 per mile for calendar year 2022 and \$2,734 per mile for calendar year 2023 and thereafter. Delete the statutory references to prior calendar year funding amounts for counties and municipalities, as well as the prior year mileage aid rate amounts for municipalities.

7. *General Transportation Aid (GTA) Increase for Low-Value Towns.* Incorporate the provisions of LRB 3114/P1 which would, for a town where the equalized value of the town in the previous year was in the bottom quartile of equalized values of towns in the state for that year, increase the current law 85% cost cap under the general transportation aid (GTA) formula to 98%, such that no such town in the bottom quartile may receive a GTA distribution greater than 98% of its 3-year average costs. Specify that equalized values would be those determined by the Department of Revenue as specified under current law. Given that this adjustment to the cost threshold would occur within the aid formula, any funds needed to cover up to 98% of cost for affected towns would be drawn from municipalities on the share of cost component of the formula. The proposal would reduce funding otherwise available to those municipalities on the share-of-cost component of the GTA formula (primarily villages and cities). Had this been in effect in 2021, it would have made \$550,000 less available for these municipalities.

8. *Separate Town GTA Limitation Adjustment Payment.* Provide \$1,000,000 SEG

annually from a sum-certain appropriation to make GTA adjustment payments to towns receiving mileage aid whose costs are affected by the timing of when reimbursement payments are reported as revenue. Specify that if the amount of GTA paid to a town is limited by either the 85% cost cap or 98% cost cap (as provided in the prior item), to an amount less than the amount calculated under the mileage aid formula, and DOT determines that the limitation was caused by the timing of a reimbursement (typically a disaster damage aid payment or a local road improvement project payment) for an expenditure made by the town, the Department would be required to make an additional aid payment to the town from the newly created sum-certain appropriation in an amount that DOT determines will compensate the town for the diminished payments. If payments exceed \$1,000,000 provided each year, provide DOT the authority to prorate the payments.

9. *Mass Transit Operating Assistance (LFB Paper #591)*. Decrease funding by \$10,335,400 SEG in 2021-22 and \$31,006,200 SEG in 2022-23 for a one-time 50% funding reduction in calendar year 2022 aid for Tier A-1 (reductions of \$8,184,700 in 2021-22 and \$24,554,200 in 2022-23) and Tier A-2 (reductions of \$2,150,700 in 2021-22 and \$6,452,000 in 2022-23) totaling \$41,341,600 in the biennium. Specify that base funding for mass transit operating assistance would remain at \$112,952,300 annually (the 2020-21 funding amount) to begin the 2023-25 biennium. Delete the statutory references to prior calendar year funding amounts for Tier A-1 and Tier A-2 of mass transit systems. Set the statutory calendar year distribution amounts at \$32,738,900 in 2022 and \$65,477,800 in 2023 and thereafter for Tier A-1, \$8,602,700 in 2022 and \$17,205,400 in 2023 and thereafter for Tier A-2.

10. *Employment Transportation Program (LFB Paper #593)*. Adopt Alternative #2 and provide \$250,000 SEG annually to the transportation employment and mobility appropriation for the WETAP program. Under this alternative, funding for the program would increase to \$832,600 SEG annually from the transportation fund.

11. *Paratransit Aids (LFB Summary, Page 571 #6)*. Provide \$75,600 SEG in 2021-22 and \$153,100 SEG in 2022-23 to provide a 2.5% increase for paratransit aid. This would increase funding from \$3,025,000 in base funding to \$3,178,100 annually.

12. *Seniors and Individuals with Disabilities (LFB Summary, Page 572 #7)*. Provide \$22,900 SEG in 2021-22 and \$46,300 SEG in 2022-23 to the seniors and individuals with disabilities specialized assistance program. Under this alternative, base funding for the specialized assistance program would increase to \$959,000 annually (a 2.5% increase).

### **Local Transportation Assistance**

13. *Local Roads Improvement Program -- Onetime Funding (LFB Paper #595)*. Provide \$100,000,000 SEG in 2021-22 on a onetime basis to be used to fund local government project costs that would be eligible for program funding under the current law local roads improvement program discretionary component, to be allocated as follows: (a) \$35,559,100 for county projects; (b) \$25,386,000 for municipalities; and (c) and \$39,054,900 for towns. Modify and renumber an existing continuing GPR appropriation created in 2019 Act 9 that provided a one-time supplement to the local roads improvement program in 2019-20 to instead provide SEG funding for the newly-created local supplemental grant program. Other program provisions, such as matching requirements, would remain the same as the 2019-20 program.

14. *High-Cost Local Bridge Improvement Assistance Program -- Southern Bridge Project in Brown County.* Require DOT to construct an interchange with I-41 and local roads, near the intersection of Southbridge Road (which becomes French Road) and Creamery Road in Brown County as a component of the I-41 major highway development project in Brown County that was enumerated as a major highway development project in 2019 Act 9. Require DOT to include a request in the 2023-25 biennium to fund the "Southern Bridge" project crossing the Fox River in Brown County. Define the "Southern Bridge" to be the segment of County Highway GV from County Highway D to State Highway 57 in Brown County.

15. *Harbor Assistance Program (LFB Paper #596).* Adopt Alternative #1 and authorize \$15,300,000 in transportation fund-supported, general obligation bonds for the harbor assistance program in the 2021-23 biennium. Estimated transportation fund-supported, general obligation bond debt service of \$402,600 SEG in 2022-23 associated with the partial issuance of these bonds is included under a separate item.

16. *Freight Rail Preservation Program (LFB Paper #597).* Adopt Alternative #1 and authorize \$20,000,000 in transportation fund-supported, general obligation bonds for the freight rail preservation program in the 2021-23 biennium. Estimated transportation fund-supported, general obligation bond debt service of \$526,300 SEG in 2022-23 associated with the partial issuance of these bonds is included under a separate item.

### State Highway Program

17. *State Highway Rehabilitation Program (LFB Paper #605).* Make the following changes to state highway rehabilitation program funding in order to provide a 2021-23 funding level of \$2,068,065,200: (a) increases of \$41,223,900 SEG in 2021-22 and \$15,579,800 SEG in 2022-23; and (b) increases of \$13,842,600 FED in 2021-22 and \$29,901,300 FED in 2022-23. The amounts include a minor reorganization of the Department funding requested by the Department and recommended by the Governor. [Standard budget adjustment reductions of \$13,476,900 SEG annually and \$471,300 FED annually were made in an earlier action of the Committee.]

#### 2021-23 State Highway Rehabilitation Program Funding

<u>Fund</u>	<u>2020-21 Base</u>	<u>Under the Motion</u>	
		<u>2021-22</u>	<u>2022-23</u>
SEG	\$544,080,900	\$571,827,900	\$546,183,800
FED	<u>453,626,100</u>	<u>466,997,400</u>	<u>483,056,100</u>
Total	\$997,707,000	\$1,038,825,300	\$1,029,239,900

18. *State Highway Rehabilitation -- I-94 and Moorland Road Interchange in Waukesha County (LFB Paper #605).* Adopt Alternative #B1 and require the Department to allocate \$1,750,000 SEG for the construction of geometric improvements to improve the safety of the interchange of I-94 and Moorland Road in Waukesha County in the 2021-23 biennium, and list this allocation as an allowable use of funds from the state highway rehabilitation SEG appropriation.

19. *Major Highway Development Program (LFB Paper #606)*. Adopt Alternative #2 and make the following changes to major highway development program funding in order to provide a 2021-23 funding level of \$565,600,000 (as shown in the table below): (a) increases of \$671,200 SEG annually; (b) increases of \$10,642,100 FED in 2021-22 and \$12,642,100 FED in 2022-23; and (c) decreases of \$11,075,700 SEG-S (revenue bond proceeds) in 2021-22 and \$13,075,700 SEG-S in 2022-23. This would require the Committee to increase the statutory transportation revenue bond authority associated with this funding level to authorize \$128,258,200 in new bonds, and to allocate \$20,765,000 in existing authority for these purposes. [Standard budget adjustment reductions of \$868,700 SEG annually and \$136,900 FED annually were made in an earlier action of the Committee.] Estimated reductions to transportation fund revenue of \$943,900 SEG-REV in 2021-22 and \$6,978,200 SEG-REV in 2022-23 associated with the partial issuance of the revenue bonds under this provision are included in a separate item.

**2021-23 Major Highway Development Program Funding**

<u>Fund</u>	<u>2020-21 Base Plus Bonds</u>	<u>Under the Motion</u>	
		<u>2021-22</u>	<u>2022-23</u>
SEG	\$25,309,100	\$25,111,600	\$25,111,600
FED	171,671,600	182,176,800	184,176,800
Trans. Revenue Bonds	71,127,300	65,129,100	63,129,100
Existing Bond Proceeds	<u>15,460,000</u>	<u>10,382,500</u>	<u>10,382,500</u>
<b>Total</b>	<b>\$282,562,400</b>	<b>\$282,800,000</b>	<b>\$282,800,000</b>

20. *Southeast Wisconsin Freeway Megaprojects Program (LFB Paper #607)*. Adopt Alternative #A1 and make the following changes to the southeast Wisconsin freeway megaprojects program funding in order to provide a 2021-23 funding level of \$82,000,000 (as shown in the table below): (a) decreases of \$22,239,700 SEG in 2021-22 and \$18,239,700 SEG in 2022-23; (b) decreases of \$11,252,700 FED in 2021-22 and \$13,252,700 FED in 2022-23; and (c) authorization of \$40,000,000 in transportation fund-supported, general obligation bonds for use on the I-94 East-West corridor reconstruction project. Modify statutes to specify that the I-94 East-West corridor reconstruction project would be an allowable use of bond proceeds from the existing bonding authorization. [Standard budget adjustment reductions of \$526,900 SEG annually and \$133,600 FED annually were made in an earlier action of the Committee.] Estimated debt service associated with the partial issuance of these bonds in the biennium of \$1,052,500 SEG in 2022-23 under this provision are included in a separate item.

## 2021-23 Southeast Wisconsin Freeway Megaprojects Program Funding

<u>Fund</u>	2020-21 Base	Under the Motion	
	<u>Plus Bonds</u>	<u>2021-22</u>	<u>2022-23</u>
SEG	\$26,766,700	\$4,000,000	\$8,000,000
FED	27,386,300	16,000,000	14,000,000
Gen. Ob. Bonds (SEG)	<u>62,500,000</u>	<u>20,000,000</u>	<u>20,000,000</u>
<b>Total</b>	<b>\$116,652,900</b>	<b>\$40,000,000</b>	<b>\$42,000,000</b>

21. *Enumeration of I-94 East-West Corridor Project in Milwaukee County as a Southeast Wisconsin Freeway Megaproject (LFB Paper #607).* Adopt Alternative #B1 and enumerate the I-94 East-West corridor reconstruction project in Milwaukee County as a southeast Wisconsin freeway megaproject. Define the project as "all freeways, including related interchange ramps, roadways, and shoulders, encompassing I-94 in Milwaukee County from 70th Street to 16th Street, and all adjacent frontage roads and collector road systems."

22. *Design-Build Bonding (LFB Paper #608).* Adopt Alternative #1 and authorize \$20,000,000 in transportation fund-supported, general obligation bonds to be issued for state highway improvement program projects utilizing the design-build method in the state highway rehabilitation, major highway development, and southeast Wisconsin freeway megaprojects programs, and make the necessary statutory modifications. Estimated debt service associated with the partial issuance of these bonds in the biennium of \$1,052,500 SEG in 2022-23 is included under a separate item.

23. *Alternative Highway Project Delivery Methods and Program.* Incorporate the provisions of 2019-21 budget as passed by the legislature, prior to gubernatorial vetoes, related to alternative highway project delivery methods and program.

24. *State Highway System - Salt Funding (LFB Paper #609).* Adopt Alternative #2 and provide \$3,362,900 SEG in 2021-22 and \$5,403,400 SEG in 2022-23 to the state highway system management and operations SEG appropriation to fund the increased costs of salt needed to maintain state highways.

25. *Hoan Bridge Fencing (LFB Paper #610).* Adopt Alternative #1 and provide \$1,022,300 SEG in 2021-22 to install fencing improvements on the Hoan Bridge in Milwaukee County to provide additional safety on the bridge

### Motor Vehicles

26. *Driving Skills Test Waiver (LFB Paper #618).* Adopt Alternative #1 and provide the Department the authority to allow waivers to the driving skills test currently required to attain a Wisconsin driver license, with certain exceptions, and to institute a \$15 fee to those receiving a waiver. Make these changes effective January 1, 2022. Decrease funding by \$210,600 SEG in 2021-22 and \$421,300 SEG in 2022-23 and eliminate 6.20 FTE SEG positions associated with the

provision of this authority.

**State Patrol**

27. *Body-worn Cameras (LFB Paper #625)*. Provide \$700,000 SEG in 2021-22 to fund the purchase of body-worn cameras and store camera data for the State Patrol.

28. *Replacement of Personal Protective Equipment (LFB Paper #625)*. Provide \$387,500 SEG in 2021-22 to replace personal protective gear for State Patrol officers, such as bulletproof garment, tactical vests, and helmets used to provide a level of body armor protection for officers.

29. *Lieutenant Governor Security*. Prohibit DOT from spending from the State Patrol general operations appropriations more in the 2021-23 biennium for the security and safety of the Lieutenant Governor than was expended in the 2017-19 biennium.

**Departmentwide**

30. *DOT Administrative Facilities (LFB Paper #630)*. Adopt Alternative #2 and direct DOT to use \$13,000,000 in existing transportation revenue bond authority for the DOT administrative facility projects in the 2021-23 biennium. Increase SEG-S expenditure authority by \$1,960,000 annually in order to fully expend the bond proceeds. Estimated reductions to transportation fund revenue, associated with the partial issuance of these bonds of \$81,300 SEG-REV in 2021-22 and \$602,800 SEG-REV in 2022-23 are included under a separate item. The Committee would need to incorporate the DOT "All Agency" projects as part of its later action on the 2021-23 state building program actions.

31. *Internal Reorganization of Positions and Funds (LFB Summary, Page 601 #5)*. Decrease funding by \$10,600 SEG annually due to a minor departmental reorganization in order to align agency resources with the Department's needs.

Change to Base:

<u>2021-22</u>	<u>2022-23</u>	<u>2021-23</u>	
\$13,232,000	\$29,290,700	\$42,522,700	FED
120,366,100	-8,890,900	111,475,200	SEG
-9,115,700	-11,115,700	-20,231,400	SEG-S
146,113,500	41,815,600	187,929,100	SEG-REV
112,779,100	110,779,100	223,558,200	BR
150,938,700	54,796,600	205,735,300	GPR Transfer
-6.20	-6.20	-6.20	SEG FTE

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BORN	(Y)	N	A
LOUDENBECK	(Y)	N	A
KATZMA	(Y)	N	A
ZIMMERMAN	(Y)	N	A
RODRIGUEZ	(Y)	N	A
KURTZ	(Y)	N	A
GOYKE	Y	(N)	A
NEUBAUER	Y	(N)	A
MARKLEIN	(Y)	N	A
STROEBEL	(Y)	N	A
KOYENGA	Y	N	(A)
FELZKOWSKI	(Y)	N	A
BERNIER	(Y)	N	A
BALLWEG	(Y)	N	A
ERPENBACH	Y	(N)	A
JOHNSON	Y	(N)	A

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