

Representative Vos
Representative Meyer
Representative LeMahieu
Representative Nygren
Representative Strachota
Representative Kleefisch

TRANSPORTATION -- LOCAL TRANSPORTATION ASSISTANCE

Repeal of Regional Transit Authorities

Posted By:
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Motion:

Move the following:

Delete the Governor's recommendation that would require a referendum within the jurisdictional areas of the regional transit authorities (RTAs) created under 2009 Act 28 before any allowable taxes or fees could be imposed. Instead, repeal the authority of the affected local governments to create a Chequamegon Bay RTA, Chippewa Valley RTA, and Dane County RTA, and repeal the Southeastern RTA. Repeal the various statutory references to these RTAs, and the state appropriations relating to the collection and disbursement of the tax or fee revenues of the RTAs. Specify that each RTA would be dissolved effective on the 90th day after the date of publication of the biennial budget act.

In addition, specify the following, which would be effective on the tenth day after the date of publication of the biennial budget act:

a. that the boards of the Chequamegon Bay, Chippewa Valley, and Dane County RTAs could not impose sales and use taxes within their jurisdictional area, nor could retailers collect such taxes, except that the Department of Revenue (DOR) could collect from retailers any taxes that have accrued;

b. that the Southeastern RTA board could not impose a vehicle rental fee within its jurisdictional area, nor could retailers collect such fees, except that DOR could collect from retailers any fees that have accrued; and

c. that the counties of Kenosha, Milwaukee, and Racine, and all members of the governing body of the Southeastern RTA begin the process of winding down the RTA and complete the process by the time the authority is to be dissolved. Specify that all assets of the RTA, including any accumulated revenues received from the vehicle rental fees imposed by the authority would be divided and distributed equally among the three counties and would become the assets of those counties, unless the counties of Kenosha, Milwaukee, and Racine agree otherwise.

Specify that the repeal of the following current law provisions, which would be included in the repeal of the southeastern RTA, would also first be effective on the tenth day following publication of the biennial budget act:

a. the repeal of the Southeastern RTA's current law designation as the only entity in the counties of Kenosha, Milwaukee, and Racine that may submit an application to the federal transit administration in the U.S. Department of Transportation under the federal new starts grant program for funding for the KRM commuter rail line; and

b. the repeal of the current law requirement that the operator of any transit system in Kenosha County or Racine County receiving funding under the state's mass transit operating assistance program provide copies of all of their annual and long-term transit plans to the Southeastern RTA.

Note:

2009 Act 28 allowed for the creation of a Chequamegon Bay, Chippewa Valley, and Dane County RTA. Once created, the boards each of these RTAs have the authority to impose up to 0.5% sales and use taxes within their jurisdictional area and to manage or contract for the provision of transit services in that area. Among these RTAs, only the Dane County RTA has been created to date. The Dane County RTA has yet to impose sales and use taxes within its jurisdictional area, which is made up of only those municipalities wholly or partly included in the Madison metropolitan planning area on January 1, 2003.

The Southeastern RTA was specifically created under 2009 Act 28 and its powers are limited to the construction, management, and operation of the Kenosha-Racine-Milwaukee (KRM) commuter rail project. The Southeastern RTA board has the authority to impose up to an \$18 per transaction vehicle rental fee within its jurisdictional area, which is defined as the territorial boundaries of Kenosha, Milwaukee, and Racine counties. To date, the board has yet to impose a vehicle rental fee (its predecessor RTA in the region, the Southeastern Wisconsin RTA, imposed a \$2 per transaction vehicle rental fee, the unexpended balance of which was transferred to the current Southeastern RTA).

This motion would repeal the provisions related to the creation of all four RTAs under Act 28. The motion includes all of the provisions of 2011 Assembly Bill 36 except those provisions dealing with the deletion of the Department of Transportation's southeast Wisconsin transit capital assistance program. The deletion of this program is included in the Governor's biennial budget recommendations and addressed separately in LFB Issue Paper #655.