

VOLKSWAGEN SETTLEMENT

Motion:

Repeal the current law restriction that DOA provide no more than \$32 million in transit capital assistance grants.

Require the Department of Administration (DOA) to allocate \$3,000,000 in Volkswagen settlement funding to award grants to school districts for the replacement of eligible school buses. Specify that DOA establish a school bus replacement grant program to award grants of settlement funds from the appropriation to school boards for the replacement of school buses owned and operated by the school boards with school buses that are energy efficient, including school buses that use alternative fuels. Allow any school board to apply for a grant under the program. Specify that as a condition of receiving a grant, the school board must provide matching funds equal to the amount of the grant award. Provide that a school board may use settlement funds awarded only for the payment of costs incurred by the school board to replace school buses in accordance with the settlement guidelines.

Reestimate Volkswagen settlement funds by \$4,000,000 in 2019-20 and by -\$21,000,000 in 2020-21 to provide Volkswagen settlement funding of \$25,000,000 in 2019-20 and \$0 in 2020-21.

Note:

Under current law, \$42 million of Wisconsin's \$67.1 million share of the Volkswagen settlement funds were appropriated during the 2017-19 biennium for replacing eligible state vehicles and for awarding grants to transit systems to replace eligible public transit vehicles. Of the \$42 million appropriated for these purposes in the 2017-19 biennium, \$32 million has been awarded by DOA to transit system applicants for the replacement of eligible transit buses.

The motion would appropriate the remaining \$25 million in Volkswagen settlement funds and allocate \$3,000,000 for grants to school districts for the replacement of eligible school buses. The balance of the Volkswagen settlement funding remaining in the appropriation after the \$3,000,000 school bus allocation, could be awarded for the replacement of state vehicles and to the transit capital assistance program.

An estimated \$800,000 GPR would lapse to the general fund in 2020-21 which is associated with the required current law reductions in county and municipal aid payments from awardees for transit capital grants paid in 2019-20.

[Change to Base: -\$17,000,000 PR, \$800,000 GPR-Lapse]

[Change to Bill: \$800,000 GPR-Lapse]

M# 129

NYGREN	Y	N	A
LOUDENBECK	Y	N	A
BORN	Y	N	A
ROHRKASTE	Y	N	A
KATSMAN	Y	N	A
ZIMMERMAN	Y	N	A
TAYLOR	Y	N	A
GOYKE	Y	N	A

DARLING	Y	N	A
OLSEN	Y	N	A
TIFFANY	Y	N	A
MARKLEIN	Y	N	A
STROEBEL	Y	N	A
LAMAHIEU	Y	N	A
ERPENBACH	Y	N	A
JOHNSON	Y	N	A

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