

TRANSPORTATION

Omnibus Motion -- Change to Base

Motion:

Move to include the following transportation provisions in AB 68 / SB 111:

Transportation Finance

1. *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. These amounts reflect Legislative Fiscal Bureau June, 2021, re-estimates of general fund tax revenues.

2. *Reestimated Debt Service.*

a. *Revenue Bond Debt Service (LFB Papers #606 and #630 -- See Alternatives Below)*. 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.

b. *General Obligation Bonds (LFB Papers #596, #597, #605, #607, and #608 -- See Alternatives Below)*. Increase estimated transportation fund-supported, general obligation bond debt service by \$1,160,500 SEG in 2021-22 and \$14,867,800 SEG in 2022-23.

Local Transportation Aid

3. *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.

4. *Limit Penalty for Late Reporting of General Transportation Aid Data for Certain Counties and Municipalities (LFB Paper #590)*. Adopt Alternative #3 and limit the penalty that the Department may assess a county or municipality that exceeds 25,000 in population for filing late the required reports used in the general transportation aid formula calculations to an amount not to exceed \$100 for each working day after July 31 that the reports are submitted.

5. *Mass Transit Operating Assistance (LFB Paper #591)*. Adopt Alternative #1 and provide \$705,900 SEG in 2021-22 and \$3,547,300 SEG in 2022-23 to provide a 2.5% increase in mass transit operating assistance to each tier of mass transit systems for both calendar year 2022 and calendar year 2023 as follows: (a) \$409,200 in 2021-22 and \$2,056,400 in 2022-23 for Tier A-1; (b) \$107,500 in 2021-22 and \$540,300 in 2022-23 for Tier A-2; (c) \$156,100 in 2021-22 and \$784,400 in 2022-23 for Tier B transit systems; and (d) \$33,100 in 2021-22 and \$166,200 in 2022-23 for Tier C transit systems. Set the statutory calendar year distribution amounts as follows; (a) \$67,114,700 for 2022 and \$68,792,600 for 2023 for Tier A-1; (b) \$17,635,500 for 2022 and \$18,076,400 for 2023 for Tier A-2; (c) \$25,600,800 for 2022 and \$26,240,800 for 2023 for Tier B; and (d) \$5,425,000 in 2022 and \$5,560,600 for 2023 for Tier C.

6. *Transit Capital Assistance Grants (LFB Paper #592)*. Adopt Alternative #1 and provide \$10,000,000 SEG annually to a newly-created continuing appropriation to establish a transit capital assistance grant program administered by DOT.

7. *Transportation Employment and Mobility (LFB Paper #593)*. Adopt Alternative #1 and provide \$4,000,000 SEG annually to the transportation employment and mobility appropriation to provide additional funding to the WETAP Program.

8. *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.

9. *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 county assistance program. Under this alternative, base funding for the county assistance program would increase to \$959,000 annually (a 2.5% increase).

10. *Tribal Elderly Transportation Grants (LFB Paper #594)*. Adopt Alternative #1 and provide \$457,400 SEG in 2021-22 and \$480,300 SEG in 2022-23 and decrease funding by \$435,600 PR annually for the tribal elderly grant program. Convert base level funding of \$435,600 for the tribal elderly grant program, which is currently funded from tribal gaming revenues (PR), to a newly-created SEG appropriation funded from the transportation fund. Increase base funding for tribal elderly transportation grants from \$435,600 to \$457,400 SEG in 2021-22 and \$480,300 SEG in 2022-

23. Increase GPR revenues by \$435,600 GPR-REV annually to reflect the conversion of the base level funding from the tribal gaming PR appropriation to a transportation fund SEG appropriation.

Local Transportation Assistance

11. *Local Roads Improvement Program -- Onetime Funding (LFB Paper #595)*. Adopt Alternative #1 and provide \$75,000,000 SEG in 2021-22 for a newly-created local multimodal supplemental grant program to provide grants to reimburse local governments for eligible projects. Specify that eligible projects include projects eligible for funding under the local roads improvement program entitlement and environmental review components, local bridge program, interstate bridge program, costs related to jurisdictional transfers of bridges, or the federal transportation alternatives set-aside, which includes a variety of smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, historic preservation, and environmental mitigation.

Define eligible applicant to be city, village, town, county, a combination of those entities, or an eligible applicant for the federal transportation alternatives set-aside, including: (a) regional transportation authority; (b) a transit agency; (c) a natural resource or public land agency; (d) a school district, local education agency, or school; (e) a tribal government; (f) a nonprofit entity responsible for the administration of local transportation safety programs; and (g) any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) that the State determines is consistent with the federal transportation alternatives set-aside program goals.

Modify and renumber an existing continuing GPR appropriation created in 2019 Act 9 that provided a one-time supplement of \$90.0 million to the local roads improvement program in 2019- 20 to instead provide SEG funding for the newly-created local supplemental grant program. Require the Department to solicit and provide grants until all appropriated funds have been expended.

Repeal the provisions related to the one-time, GPR-funded, local road improvement discretionary supplemental grant program created for the 2019-21 biennium.

12. *Local Roads Improvement Program - Clear Lake Road in Town of Milton in Rock County (LFB Summary, Page 573 #2)*. Require the Department to award grant of up to \$75,000 SEG in the 2021-23 biennium from the local roads improvement discretionary grant program for flooding mitigation improvements to Clear Lake Road in the Town of Milton in Rock County, notwithstanding the program's eligibility requirements or limitations on the amount and use of aids. Specify that the Department award the grant for this project from the local roads improvement discretionary grant program. List this project as an allowable use funds from the local roads improvement discretionary grants SEG appropriation.

13. *Local Bridge Improvement Assistance Program - Ray Nitschke Memorial Bridge (LFB Summary, Page 573 #3)*. Require the Department to set aside \$1,200,000 SEG in 2021-22 for repairs to the Ray Nitschke Memorial Bridge located on USH 141 (City of Green Bay) in Brown County from funding provided to the local bridge improvement assistance program in the 2021-23 biennium. Specify that the grant would be an allowable expenditure from the program's SEG appropriation. Specify that DOT provide the funding notwithstanding the eligibility criteria of the program.

14. *Harbor Assistance Program (LFB Paper #596)*. Adopt Alternative #1 and authorize \$15,300,000 BR 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.

15. *Freight Rail Preservation Program (LFB Paper #597)*. Adopt Alternative #1 and authorize \$20,000,000 BR 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.

16. *Local Infrastructure Grant Program -- Storm Water Prevention (LFB Paper #598)*. Adopt Alternative #1 and authorize \$15,000,000 BR in transportation fund-supported, general obligation bonds to be issued for the purpose of funding a local infrastructure grant program prioritizing storm water projects in the 2021-23 biennium. There is no estimated debt service in the biennium associated with the partial issuance of these bonds.

17. *Electric Vehicle Infrastructure Program (LFB Paper #599)*. Adopt Alternative #1 and authorize \$5,000,000 BR in transportation fund-supported, general obligation bonds to be issued for the purpose of funding an electric vehicle infrastructure grant program in the 2021-23 biennium. There is no estimated debt service in the biennium associated with the partial issuance of these bonds.

18. *Transportation Alternatives Program (LFB Paper #600)*. Adopt Alternative #1 and provide \$1,000,000 SEG annually for the transportation alternatives program.

19. *Airport Sound Mitigation Grant Program (LFB Paper #601)*. Adopt Alternative #1 and provide \$250,000 GPR annually for a newly-created grant program to fund projects that mitigate the impact of airport sound on structures located near airports that include a military base or installation.

State Highway Program

20. *State Highway Rehabilitation Program (LFB Paper #605)*. Approve Alternative #A1 and make the following changes to the SHR program funding in order to provide a 2021-23 funding level of \$2,004,503,400 (as shown in the table below): (a) a decrease of \$196,587,900 SEG and an increase of \$13,842,600 FED in 2021-22; (b) a decrease of \$88,670,200 SEG and an increase of \$29,901,300 FED in 2022- 23; and (c) authorization of \$278,500,000 BR in transportation fund-supported, general obligation bonds. 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.] Estimated debt service of \$1,160,500 SEG in 2021-22 and \$11,658,400 SEG in 2022-23 associated with the partial issuance of the bonds under this provision are included in a separate item.

2021-23 State Highway Rehabilitation Program Funding

Fund	2020-21 Base	Joint Finance Action	
		2021-22	2022-23
SEG	\$544,080,900	\$334,016,100	\$441,933,800
FED	453,626,100	466,997,400	483,056,100
Gen. Ob. Bonds (SEG)	0	139,250,000	139,250,000
Total	\$997,707,000	\$940,263,500	\$1,064,239,900

21. *State Highway Rehabilitation Program -- 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.

22. *Major Highway Development Program (LFB Paper #606)*. Adopt Alternative #1 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 \$149,023,200 BR 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

Fund	2020-21 Base Plus Bonds	Joint Finance Action	
		2021-22	2022-23
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	75,511,600	73,511,600
Existing Bond Proceeds	15,460,000	0	0
Total	\$282,562,400	\$282,800,000	\$282,800,000

23. *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 BR in transportation fund-supported, general obligation bonds. [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 of \$1,052,500 SEG in 2022-23 associated with the partial issuance of the bonds under this provision are included in a separate item.

2021-23 Southeast Wisconsin Freeway Megaprojects Program Funding

<u>Fund</u>	<u>2020-21 Base Plus Bonds</u>	<u>Joint Finance Action</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>
Total	\$116,652,900	\$40,000,000	\$42,000,000

24. *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."

25. *Design-Build Bonding (LFB Paper #608).* Adopt Alternative #1 and authorize \$20,000,000 BR 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.

26. *State Highway System - Salt Funding (LFB Paper #609).* Adopt Alternative #1 and provide \$12,510,900 SEG in 2021-22 and \$13,118,100 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.

27. *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.

28. *Specific Information Signs (LFB Summary, Page 588 #12).* Provide \$113,200 SEG-L in 2021-22 and \$130,300 SEG-L in 2022-23 to reflect increased costs for the specific information sign program, under which DOT erects and maintains signs to direct motorists to services located near certain highways. Increase the annual permit fee from \$40 to \$80, beginning July 1, 2022. This funding would be provided to a SEG-L appropriation that receives monies from local units of government and other sources for operation and maintenance of state highways, local bridges not on state highways, and other related activities including signage.

Update highways eligible in statute for this program to reflect construction and designation changes and enumerate the following two new highway segments: State Highway (STH) 35 from County Highway (CTH) M at River Falls to I-94 east of Hudson; and U.S. Highway 51 from STH 19 north of Madison to CTH V at DeForest. Delete the requirement that "FOOD" business hours of service must be open for business no later than 10:00 AM and remain open until at least 7:00 PM. Delete the allowance that sign panels may be illuminated. Replace the current statute that restricts the number of signs per interchange allowed to no more than four signs with a provision that restricts DOT from authorizing a number of signs that would exceed the number authorized under the Department's manual on uniform traffic control devices adopted in conformance with federal guidelines.

Motor Vehicles

29. *Establish 10-Year Replacement of Motor Vehicle Registration Plates and Related Fee (LFB Paper #615)*. Adopt Alternative #1 and require DOT to issue two new registration plates to individuals renewing their registration for which a registration plate has not been issued during the previous 10 years for a \$6.25 fee, effective January 1, 2022. Provide \$1,050,000 SEG in 2021-22 and \$2,100,000 SEG in 2022-23, and estimate gross revenues (SEG-REV) in equal amounts annually.

30. *Mailed Registration Notice Fee (LFB Paper #616)*. Adopt Alternative #1 and provide \$1,600,000 SEG in 2022-23, and modify statutes to establish a special transaction fee of \$0.33 for each vehicle registration renewal notice that is provided by mail, effective July 1, 2022. Estimate gross revenues of \$1,600,000 SEG-REV in 2022-23.

31. *New Customer Service Centers - Madison and Green Bay (LFB Paper #617)*. Adopt Alternative #1 and provide \$994,000 SEG in 2021-22 and \$1,115,800 SEG in 2022-23, and 10.00 FTE SEG positions annually to establish a third customer service center in Madison and a second customer service center in Green Bay.

32. *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.

33. *Online Driver License and Wisconsin Identification Card Renewal (LFB Paper #619)*. Adopt Alternatives #1 and #3 to provide the Department the authority to allow driver licenses and Wisconsin identification cards to be renewed by electronic means (online) every other time the renewal is due, with certain exceptions. Decrease funding by \$240,500 SEG annually and eliminate 3.80 FTE SEG positions associated with the provision of this authority.

Modify current law, to provide an exception for online applicants, that requires the Department to test the eyesight and take digital photographs of applicants when applying to renew their licenses or identification cards every eight years. Specify that the Department may renew a license without a photograph being taken if the Department is able to produce a photograph of the

applicant from its records.

Specify that to be eligible to renew their license or identification card electronically, applicants must meet all of the following conditions: (a) not be subject to license restrictions based on medical conditions, other than a requirement that the applicant use corrective lenses; (b) not be more than 65 years of age; (c) must verify they are aware their license will be marked REAL ID non-compliant and is not intended to be accepted by any federal agency for federal identification or any other official purpose; (d) must verify their eyesight is sufficient to meet the current standards; and (e) satisfy any additional eligibility criteria established by DOT. Incorporate DOA's April, 2021, errata to provide the Department the authority to allow commercial driver licenses to be renewed by electronic means (online) every other time the renewal is due, with certain exceptions. Permit the Department to specify eligibility criteria for online license or identification card renewal.

34. *Real ID Funding (LFB Paper #620)*. Adopt Alternative #1 and provide \$400,000 SEG in 2022-23 in ongoing supplies and services funding to the Division of Motor Vehicles general operations appropriation to support REAL ID compliance.

35. *System Modernization Survey (LFB Paper #620)*. Adopt Alternative #2 and provide \$400,000 SEG in 2021-22 for a survey of Division of Motor Vehicles information technology systems and processes for potential improvements in security and functionality.

State Patrol

36. *Body-worn Cameras (LFB Paper #625)*. Adopt Alternative #A1 and provide \$700,000 SEG annually to fund the purchase of body-worn cameras and store camera data for the State Patrol.

37. *In-Vehicle Video Cameras (LFB Paper #625)*. Adopt Alternative #B1 and provide \$1,057,400 SEG in 2022-23 for the replacement of in-vehicle video cameras, which are used for evidentiary, debriefing, and training purposes by the State Patrol.

38. *Replacement of Personal Protective Equipment (LFB Paper #625)*. Adopt Alternative #C1 and provide \$203,400 SEG in 2022-23 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.

39. *Microwave Radio Emergency Network Upgrade (LFB Paper #626)*. Adopt Alternative #A1 and provide \$411,400 SEG annually to fund improvements to the statewide microwave radio emergency network.

40. *Communication Tower Sites (LFB Paper #626)*. Adopt Alternative #B1 and provide \$500,000 SEG in 2022-23 to increase funding for maintenance of communication towers owned by the Department.

Departmentwide

41. *DOT Administrative Facilities (LFB Paper #630)*. Adopt Alternative #1 and authorize \$13,000,000 in transportation revenue bonds for DOT administrative facilities construction projects

in the 2021-23 biennium and increase SEG-S expenditure authority by \$1,960,000 annually. 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.

42. *Maintenance of Department Facilities (LFB Summary, Page 600 #3).* Provide \$100,000 SEG annually to fund ongoing cost increases associated with maintaining department facilities, such as Division of Motor Vehicle service centers, regional office buildings, and highway maintenance buildings.

43. *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>	
\$250,000	\$250,000	\$500,000	GPR
13,232,000	29,290,700	42,522,700	FED
-435,600	-435,600	-871,200	PR
-104,561,100	-37,036,500	-141,597,600	SEG
113,200	130,300	243,500	SEG-L
-9,115,700	-11,115,700	-20,231,400	SEG-S
435,600	435,600	871,200	GPR-REV
3,884,000	-\$291,400	\$3,592,600	SEG-REV
278,911,600	276,911,600	555,823,200	BR
3,859,200	3,589,600	7,448,800	GPR Transfer

M# 85 + Alt 1-vw

BORN	Y	(N)	A
LOUDENBECK	Y	(N)	A
KATSMA	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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