

APA - WI Legislative Update

1000 Friends of Wisconsin

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June 2, 2011

The following is a summary of the Joint Finance Committee actions on the Governor's transportation budget proposal (in addition to the previously reported action that would abolish all regional transit authorities):

Blocks auto-sales tax revenue from being deposited in the transportation fund instead of the general fund. Transfers at least ~\$35,000,000 annually from the general fund to the transportation fund along with a separate one-time sum of \$125,000,000.

1. Establish a Transportation Finance and Policy Study Commission to investigate future financing of transportation.
2. Increases funds for local roads by restoring the mileage aid rate, increasing the proposed minimum aid guarantee, and maintaining SEG funding for counties and municipalities.
3. Provides \$2,500,000 SEG annually to supplement the costs of paratransit service.
4. Deletes a provision that would switch funding for the Mass Transit Aid Program from the transportation fund to the general fund. Increases funding by ~\$106,000,000 while reducing GPR funding by the same amount.
5. Approves the Governor's recommended funding for major highway development, modifies definition of a major highway project, clarifies the expedited review procedure while deleting the passive review process, approves the recommendation for four major highway projects, and maintains current law TPC policy.
6. Approves Governor's recommended funding for the I-94 North-South freeway and Zoo Interchange.
7. Increases FED funding to the bicycle and pedestrian facilities program by \$1,000,000, totaling ~\$3,700,000 annually when added to base funding.
8. Transfers \$10,000,000 SEG annually from the state highway rehabilitation program to the discretionary grant program. Increases grants by \$5,000,000 for town roads and country highways per program.
9. Limitations on appeals and litigation expenses in eminent domain proceedings.

10. Prohibits a county or municipality from using its own workforce on highway improvement projects.
11. Prohibits a local government from using its workforce to perform construction/infrastructure projects for a private entity.
12. DoT is no longer able to designate a local government as its agent on behalf of the state to perform bidding, contracting, and oversight for highway projects.
13. DoT may only contract with country for highway improvement project if it is an emergency and no private contractors are available.
14. Lengthy modifications to the current law that exempts soil/gravel/stone excavation sites from local zoning ordinances dependent on certain conditions.