

*Education/UW*

**A.) Statewide Private School Choice Program Expanded Income Eligibility.**

Amend JFC provision of 220% of federal poverty level to 300%. The same level as the Racine and Milwaukee programs (Item 15, page 515 of the LFB Comparative Budget Summary).

**B.) Prohibit UW System expenditures on mandatory diversity, sensitivity and cultural fluency trainings for all students, faculty and staff.**

As a part of the UW System's 2020 Forward agenda in its 2017-19 biennial budget request, the System requests and expects to spend at least \$4 million in creating curriculum and hiring staff to implement a system-wide mandatory "cultural fluency" training for all students, faculty and staff.

Requesting an amendment that would do the following:

- 1.) Prohibit the UW System from enacting a mandatory training requirement for students, faculty and staff that includes any of the following elements: cultural fluency, diversity, sensitivity, white privilege or other similar political correctness concepts.
- 2.) Prohibit the UW System from expending GPR, tuition or student fees in creation of similar voluntary training programs within the UW System.

**C.) School Referendum Changes to JFC Motion**

Amend budget to include provision from the Senate GOP Budget Proposal (document attached) with the exception it would only apply to operating costs and not to debt service costs (Item 6, page 451 of the LFB Summary of the Senate GOP Budget Proposal).

**D.) Revenue Limit for Adjustment of Energy Efficiency Measures**

Amend the JFC substitute to re-insert and adopt the Governor's budget provisions (Item 3, page 493 of the LFB Comparative Budget Summary).

***TRANSPORTATION***

**E.) AB 361 - Relating to: requiring a local referendum to impose a wheel tax.**

Amend in the provisions of AB 361. This bill provides that a county or municipal vehicle registration fee, commonly known as a wheel tax, may be imposed only if approved by a majority of electors voting in a referendum at a regularly scheduled election.

Under current law, the governing body of a municipality or county may enact an ordinance imposing an annual flat municipal or county registration fee on all motor vehicles registered in this state which are customarily kept in the municipality or county. The fees collected are required to be used for transportation-related purposes only.

\* →  
Waiting  
on  
LRB  
Draft.

Under this bill, a municipality or county that proposes to impose a registration fee is required to hold a referendum at a regularly scheduled election. The registration fee may be imposed only if approved by a majority of the electors who vote in the referendum.

Registration fees imposed prior to the effective date of this bill must be approved by a majority of electors voting in a referendum at a regularly scheduled election occurring not later than the first day of the 18th month beginning after the effective date of this bill.

**F.) Fed-SWAP**

Delete Fed-SWAP study language and include language (document attached) to authorize Fed-SWAP to commence next fiscal year and then phased-in (Item 10, page 639 of the LFB Comparative Budget Summary).

**G.) Move State Prevailing Wage repeal from September 1, 2018 to January 1, 2018.**

Amend JFC provision to move up effective date to January 1, 2018 (Item 6, page 727 of the LFB Comparative Budget Summary).

**H.) Delete JFC Quarry Pre-emption**

Delete JFC provision on local regulation of quarry operations (Item 11, page 258 of the LFB Comparative Budget Summary).

**I.) Tighten Transportation Study Language from JFC**

Amend JFC study language with additional tightening language (Item 23-h, page 658 of the LFB Comparative Budget Summary). Sever language from TPC changes in the event of a Governor's line item veto. Tightening language is attached.

\*9/12/2017

---

C)

two dates per year. Specify that, for a school district that has experienced a natural disaster, including a fire, that causes the school district's costs to increase, a district could call a special referendum to be held within the six-month period immediately following the natural disaster, provided the special referendum would be held not sooner than 70 days after the adoption of the initial resolution.

**6. MODIFY SHARED COSTS FROM REFERENDA AND RESCINDING OF REFERENDA**

**Senate Republicans:** Specify that, for the purpose of determining shared costs under the equalization aid formula, any amount levied by a school district in the prior year for ~~operating~~ operating ~~and debt service~~ costs that were authorized by a referendum that was held after the effective date of the bill would be excluded from shared costs, if the result of excluding the amount does not increase the equalization aid for the district.

Specify that a school board may reduce its revenue limit by adopting a resolution to rescind all or a portion of any increase to the district's revenue limit approved by an operating referendum. Require a school board to include in such a resolution the first school year for which the district's revenue limit will be reduced. Require a school board to notify DPI of any resolution adopted.

**Categorical Aids**

**1. REMOVAL OF DELAYED PER PUPIL AID FUNDING FROM BASE** GPR - \$253,191,200

**Governor/Senate Republicans:** Delete \$126,595,600 annually in per pupil aid to reflect removal of funding for the one-time delayed payment of this aid.

Under the 2015-17 budget act, per pupil aid for 2015-16 enrollments was paid on a one-time delayed basis in the 2016-17 fiscal year. As a result, no funding was appropriated for per pupil aid in 2015-16, but \$337,588,400 was appropriated in 2016-17 for both the delayed \$150 per pupil payment for 2015-16 enrollments and the \$250 per pupil payment paid on a current year basis for 2016-17 enrollments. After removal of \$126,595,600 annually related to 2015-16 payments, there would remain \$210,992,800 in annual base funding, which would fund the ongoing \$250 per pupil payment.



State of Wisconsin  
2017 - 2018 LEGISLATURE

LRB-2403/1  
ZDW:klm

E)

## 2017 ASSEMBLY BILL 361

June 1, 2017 – Introduced by Representatives SCHRAA, JACQUE, R. BROOKS, DUCHOW, GANNON, MACCO, PETERSEN, SPIROS and THIESFELDT, cosponsored by Senator NASS. Referred to Committee on Ways and Means.

1 AN ACT *to amend* 341.35 (1); and *to create* 341.35 (1m) of the statutes; **relating**  
2 **to:** requiring a local referendum to impose a wheel tax.

---

### *Analysis by the Legislative Reference Bureau*

This bill provides that a county or municipal vehicle registration fee, commonly known as a wheel tax, may be imposed only if approved by a majority of electors voting in a referendum at a regularly scheduled election.

Under current law, the governing body of a municipality or county may enact an ordinance imposing an annual flat municipal or county registration fee on all motor vehicles registered in this state which are customarily kept in the municipality or county. The fees collected are required to be used for transportation-related purposes only.

Under this bill, a municipality or county that proposes to impose a registration fee is required to hold a referendum at a regularly scheduled election. The registration fee may be imposed only if approved by a majority of the electors who vote in the referendum. Registration fees imposed prior to the effective date of this bill must be approved by a majority of electors voting in a referendum at a regularly scheduled election occurring not later than the first day of the 18th month beginning after the effective date of this bill.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

---

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

E)

**ASSEMBLY BILL 361**

1           **SECTION 1.** 341.35 (1) of the statutes is amended to read:

2           341.35 (1) ANNUAL REGISTRATION FEE. In this section “municipality” means a  
3 town, village, or city and “motor vehicle” means an automobile or motor truck  
4 registered under s. 341.25 (1) (c) at a gross weight of not more than 8,000 pounds.  
5 The Subject to sub. (1m), the governing body of a municipality or county may enact  
6 an ordinance imposing an annual flat municipal or county registration fee on all  
7 motor vehicles registered in this state which are customarily kept in the municipality  
8 or county. A registration fee imposed under this section shall be in addition to state  
9 registration fees.

10           **SECTION 2.** 341.35 (1m) of the statutes is created to read:

11           341.35 (1m) REFERENDUM REQUIRED. (a) A municipality or county that proposes  
12 to impose a registration fee under sub. (1) shall hold a referendum at a regularly  
13 scheduled election. The referendum question shall be substantially as follows:  
14 “Shall [name of municipality or county] impose an annual registration fee of [amount  
15 of registration fee] on all motor vehicles registered in this state that are customarily  
16 kept in [name of municipality or county]?” If the question submitted at the  
17 referendum is approved by a majority of the electors who vote in the referendum, the  
18 municipality or county may impose the registration fee. If the referendum question  
19 is not approved, the municipality or county may not impose any registration fee.

20           (b) A municipality or county that imposes a registration fee prior to the effective  
21 date of this paragraph .... [LRB inserts date], shall hold a referendum at a regularly  
22 scheduled election occurring not later than the first day of the 18th month beginning  
23 after the effective date of this paragraph .... [LRB inserts date]. The referendum  
24 question shall be substantially as follows: “Shall [name of municipality or county]  
25 continue to impose an annual registration fee of [amount of registration fee] on all

**ASSEMBLY BILL 361**

1 motor vehicles registered in this state that are customarily kept in [name of  
2 municipality or county]?” If the question submitted at the referendum is approved  
3 by a majority of the electors who vote in the referendum, the municipality or county  
4 may continue imposing the registration fee. If the referendum question is not  
5 approved, the municipality or county may not impose any registration fee.

6

(END)



State of Wisconsin  
2017 - 2018 LEGISLATURE

F.)

LRB-2110/1  
ZDW:wlj

2017 BILL

Fed/SWAP  
Language

1 AN ACT *to amend* 20.395 (2) (fx), 20.395 (3) (cq) and 20.395 (3) (cx); and *to create*  
2 20.395 (2) (fq) and 84.54 of the statutes; **relating to:** funding for the  
3 Department of Transportation and making appropriations.

---

*Analysis by the Legislative Reference Bureau*

This bill requires the Department of Transportation to transfer state moneys appropriated to DOT for state highway rehabilitation to an appropriation account for local transportation assistance programs. The bill also requires DOT to transfer an equivalent amount of federal moneys appropriated for local transportation assistance programs to an appropriation account for state highway rehabilitation.

Finally, the bill requires the Legislative Fiscal Bureau to adjust the appropriation schedule in chapter 20 of the statutes to reflect the amounts in the state highway rehabilitation and local transportation assistance program appropriation accounts immediately following the transfers.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

---

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

4 SECTION 1. 20.395 (2) (fq) of the statutes is created to read:

---

**BILL**

1 section 9250 (1) and 2003 Wisconsin Act 33, section 9153 (4q); and for the purposes  
2 described under 1999 Wisconsin Act 9, section 9150 (8g), 2001 Wisconsin Act 16,  
3 section 9152 (4e), and 2007 Wisconsin Act 20, section 9148 (9i) (b) and (9x); and to  
4 make the transfers under s. 84.54 (2). This paragraph does not apply to any  
5 southeast Wisconsin freeway megaprojects under s. 84.0145, to any southeast  
6 Wisconsin freeway rehabilitation projects under s. 84.014 that also qualify as major  
7 highway projects under s. 84.013, or to the installation, replacement, rehabilitation,  
8 or maintenance of highway signs, traffic control signals, highway lighting, pavement  
9 markings, or intelligent transportation systems, unless incidental to the  
10 improvement of existing state trunk and connecting highways.

11 **SECTION 4.** 20.395 (3) (cx) of the statutes is amended to read:

12 20.395 (3) (cx) *State highway rehabilitation, federal funds.* All moneys  
13 received from the federal government for improvement of existing state trunk and  
14 connecting highways; for improvement of bridges on state trunk or connecting  
15 highways and other bridges for which improvement is a state responsibility, for  
16 necessary approach work for such bridges and for replacement of such bridges with  
17 at-grade crossing improvements; for the construction and rehabilitation of the  
18 national system of interstate and defense highways and bridges and related  
19 appurtenances; for activities under s. 84.04 on roadside improvements; for the bridge  
20 project under s. 84.115; for the purpose specified in s. 84.017 (3); and for the  
21 disadvantaged business demonstration and training program under s. 84.076; and  
22 all moneys received under 2003 Wisconsin Act 33, section 9153 (4q); and all moneys  
23 transferred under s. 84.54 (1) for such purposes. This paragraph does not apply to  
24 any southeast Wisconsin freeway megaprojects under s. 84.0145 or to any southeast





State of Wisconsin  
2017 - 2018 LEGISLATURE

LRBb0700/P4  
EVM:amn

I.)

**PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION**  
**SENATE AMENDMENT ,**  
**TO SENATE SUBSTITUTE AMENDMENT 1,**  
**TO SENATE BILL 30**

1 At the locations indicated, amend the substitute amendment as follows:

2 1. Page 1039, line 17: delete the material beginning with that line and ending  
3 with page 1040, line 5, and substitute:

4 “(1g) TRANSPORTATION ENGINEERING AND CONSTRUCTION STUDY.

5 (a) Not later than March 1, 2018, the department of transportation shall enter  
6 into an agreement with an independent transportation engineering firm for the  
7 preparation, and delivery to the governor and the joint committee on finance, of a  
8 report by no later than February 1, 2019, that does all of the following:

9 1. Reviews the standards of all other states related to transportation  
10 engineering, highway construction and maintenance, and project prioritization and  
11 recommends any best practices that will improve the efficiency of department

I)

1 operations and that will reduce department operational and transportation project  
2 costs.

3 2. Evaluates the allocation of funds to the state highway rehabilitation, major  
4 highway development, and southeast Wisconsin freeway megaproject programs and  
5 provides an analysis of the potential for a regional funding formula that is based on  
6 need rather than baseline funding.

7 3. Makes recommendations regarding the implementation of alternative  
8 project delivery methods.

9 4. Makes recommendations for the completion of state highway rehabilitation,  
10 major highway development, and southeast Wisconsin freeway megaprojects within  
11 current transportation revenue projections and for project scheduling procedures  
12 that ensure that costs of transportation projects are distributed substantially  
13 equally across state budgetary biennia.

14 (b) The senator who appoints members to committees and the representative  
15 to the assembly who appoints representatives to committees may each appoint a  
16 person with expertise in transportation to monitor the progress of the report under  
17 par. (a), provide reports to the legislature on the progress of the report under par. (a),  
18 and provide feedback from members of the legislature to the firm that entered into  
19 the agreement under par. (a).”

20 (END)