

# **Transportation**

**TRANSPORTATION**

**1. OIL COMPANY ASSESSMENT**

<b>Chg. to JFC</b>
SEG-REV \$29,700,000

Modify the oil company assessment to create a graduated scale of rates at which gross receipts would be assessed based on each supplier's annual amount of gross receipts during each state fiscal year, rather than assessing all gross receipts at 2.5%. This would increase revenue associated with the assessment by an estimated \$2.8 million 2007-08 and \$0.3 million in 2008-09. The following table lists the various rates at which each segment of a supplier's taxable gross receipts would be assessed.

<u>Increment of Annual Gross Receipts</u>	<u>Oil Company Assessment Rate</u>
\$0 to \$15,000,000	0.0%
\$15,000,001 to \$75,000,000	0.5
\$75,000,001 to \$120,000,000	1.5
Over \$120,000,000	3.0

Increase estimated revenues by \$36.0 million in 2007-08 and decrease estimated revenues by \$9.4 million in 2008-09 from the oil company assessment associated with the following modifications to the proposed assessment: (a) specifying that the oil company assessment would first apply to motor vehicle fuel sales on October 1, 2007, rather than January 1, 2008, as specified in the Joint Finance Committee substitute amendment (\$40.7 million increase in 2007-08); and (b) extending all the current law exemptions to the motor vehicle fuel tax to the proposed oil company assessment (-\$4.7 million in 2007-08 and -\$9.4 million in 2008-09). These two modifications reflect the Governor's revised recommendations for the proposed oil company assessment.

**2. OIL COMPANY ASSESSMENT ADMINISTRATION**

<b>Chg. to JFC</b>
SEG - \$48,300

Decrease funding in 2007-08 by \$48,300 in salary, fringe benefit, and overtime funding for the three auditor positions in the Department of Revenue created to monitor motor vehicle fuel supplier compliance with the oil company assessment provisions. The funding decrease for the positions reflects that the positions would only be filled for nine months in 2007-08. Funding for the positions would be \$152,200 in 2007-08 and \$187,300 in 2008-09

In addition, adopt the following modifications to the oil company assessment:

- a. define gross receipts to mean all consideration received from the first sale of motor vehicle fuel received by a supplier for sale in this state, for sale for export to this state, or for

export to this state, but not including state or federal excise taxes, or petroleum inspection fees, collected from the purchaser; and

b. specify that the person responsible for taking any action to increase or influence the selling price of motor vehicle fuel to recover the amount of the oil company assessment would be subject to the possible penalty or six-month prison term and define person to mean the officer, employee, or other responsible person of a corporation or other form of business association or the partner, member, employee, or other responsible person of a partnership, limited liability company, or sole proprietorship who, as such officer, employee, partner, member, or other responsible person, has a duty to establish the selling price of motor vehicle fuel.

**3. HEAVY TRUCK REGISTRATION FEE INCREASES**

<b>Chg. to JFC</b>
SEG-REV \$26,703,900

Increase the amounts in the vehicle registration fee schedule for heavy trucks (over 8,000 pounds) by 10%, rounded to the nearest whole dollar, effective on October 1, 2007. Increase estimated transportation fund revenue by \$10,309,100 in 2007-08 and \$16,394,800 in 2008-09 to reflect these increases. The following table shows the existing fees and the fees under this item, by weight classification.

<u>Weight up to:</u> <u>(In Pounds)</u>	<u>Current Fee</u>	<u>Proposed Fee</u>
10,000	\$119.50	\$131.00
12,000	161.00	177.00
16,000	218.00	240.00
20,000	274.00	301.00
26,000	365.50	402.00
32,000	468.50	515.00
38,000	593.50	653.00
44,000	708.50	779.00
50,000	818.00	900.00
54,000	873.00	960.00
56,000	930.00	1,023.00
62,000	1,051.50	1,157.00
68,000	1,187.00	1,306.00
73,000	1,350.00	1,485.00
76,000	1,600.50	1,761.00
80,000	1,969.50	2,166.00

**4. CONVERSION OF APPROPRIATIONS FROM THE GENERAL FUND TO THE TRANSPORTATION FUND**

Delete \$33,913,500 SEG and 0.75 SEG position in 2008-09 and provide \$33,913,500 GPR and 0.75 GPR position in 2008-09

	<b>Change to JFC Funding Positions</b>	
GPR	\$33,913,500	0.75
SEG	<u>- 33,913,500</u>	<u>- 0.75</u>
Total	\$0	0.00

to reflect the elimination, for the second year of the biennium, of provisions in the Joint Finance substitute amendment that would convert 16 GPR appropriations in non-DOT agencies from GPR to SEG. Under this item, the conversion of these appropriations would be in effect only for 2007-08.

**5. SUPPLEMENTAL TITLE FEE TRANSFER**

Delete \$13,623,000 SEG in 2008-09 and provide \$13,623,000 GPR in 2008-09 to reflect the elimination, for the second year of the biennium, of a provision in the Joint Finance substitute amendment that would make the annual transfer to the nonpoint pollution account of the environmental fund (equal to the revenue generated by the supplemental title fee) from the transportation fund instead of the general fund. Under this item, the use of the transportation fund to make a transfer to the environmental fund would be in effect only for 2007-08.

<b>Chg. to JFC</b>	
GPR	\$13,623,000
SEG	<u>- 13,623,000</u>
Total	\$0

**6. TRANSPORTATION FUND APPROPRIATION FOR SUPPLEMENTING GENERAL FUND DEBT SERVICE**

Delete \$43,300,000 SEG in 2008-09 and provide \$43,300,000 GPR in 2008-09 to reflect the elimination, for the second year of the biennium, of a provision in the Joint Finance substitute amendment that would create a transportation fund appropriation to supplement an existing GPR appropriation for debt service on bonds issued in the 2003-05 and 2005-07 biennia to replace transportation fund revenues that were used for general fund programs or purposes. Under this item, the supplemental SEG debt service appropriation would be in effect only for 2007-08.

<b>Chg. to JFC</b>	
GPR	\$43,300,000
SEG	<u>- 43,300,000</u>
Total	\$0

**7. TRANSPORTATION BONDING POLICY PLAN**

Require DOT to submit to the Department of Administration and the Legislative Fiscal Bureau, with each biennial budget request, a plan for the following ten-year period that includes, for each fiscal year of the ten-year period, an estimate of total transportation fund revenues, the proposed types and amounts of bonds to be issued for transportation needs, the proposed expenditure amounts from bond proceeds for transportation needs, and estimated debt service related to repayment of these bonds. Require the ten-year plan to include various funding scenarios for transportation needs showing different levels of transportation fund expenditures, from bond proceeds and from cash sources, and different levels of transportation fund revenues. Specify that at least one scenario shall reflect the achievement of a stable debt service percentage by the end of the ten-year period of the plan. Specify that if any scenario results in an increasing debt service percentage, the plan shall identify the estimated reduction of net revenues from this increasing debt service and the potential consequences for specific transportation-related programs resulting from these reduced net revenues.

**8. GENERAL TRANSPORTATION AIDS**

	<b>Chg. to JFC</b>
SEG	\$7,865,700

Provide increased funding for general transportation aids as follows to provide 3.0% annual calendar year increases, instead of 2.0% under the substitute amendment:

a. *County Aid.* Provide \$468,500 in 2007-08 and \$1,428,700 in 2008-09 to provide a total of \$95,087,700 in 2007-08 and \$97,940,300 in 2008-09. Set the calendar year distribution at \$96,492,900 for calendar year 2008 and \$99,387,700 for calendar year 2009 and thereafter.

b. *Municipal Aid.* Provide \$1,473,700 in 2007-08 and \$4,494,800 in 2008-09 to provide a total of \$299,157,100 in 2007-08 and \$308,131,800 in 2008-09. Set the calendar year distribution at \$303,578,100 for calendar year 2008 and \$312,685,400 for calendar year 2009 and thereafter.

Establish the mileage aid rate at \$1,956 for calendar year 2008 and \$2,015 for calendar year 2009 and thereafter, which represents a 3.0% annual increase to the 2007 rate of \$1,899 per mile.

**9. MASS TRANSIT OPERATING ASSISTANCE**

	<b>Chg. to JFC</b>
SEG	\$6,775,600

Provide additional mass transit assistance of \$1,328,300 in 2007-08 and \$5,447,300 in 2008-09 in order to provide a 2.5% annual increase to all systems, compared to a 2.0% increase under the Joint Finance substitute amendment, plus an additional \$4 million to Tier A-1 and \$2 million split proportionately among the remaining tiers, beginning in 2008. The increased funding would be distributed as follows: (a) \$873,900 in 2007-08 and \$3,572,800 in 2008-09 for Tier A-1 (Milwaukee); (b) \$164,700 in 2007-08 and \$679,400 in 2008-09 for Tier A-2 (Madison); (c) \$236,200 in 2007-08 and \$974,500 for Tier B transit systems; and (d) \$53,500 in 2007-08 and \$220,600 in 2008-09 for Tier C transit systems. Set the calendar year distribution amounts at \$63,784,700 for 2008 and \$65,299,200 for 2009 and thereafter for Tier A-1, \$16,754,000 for 2008 and \$17,158,400 for 2009 and thereafter for Tier A-2, \$24,034,400 for 2008 and \$24,614,500 for 2009 and thereafter for Tier B, and \$5,440,500 for 2008 and \$5,571,800 for 2009 and thereafter for Tier C.

**10. LIFT BRIDGE AIDS**

	<b>Chg. to JFC</b>
SEG	\$405,000

Provide \$29,500 in 2007-08 and \$375,500 in 2008-09 for lift bridge aids to reimburse communities for the costs associated with the operation and maintenance of lift bridges on connecting highways. Funding for lift bridge aids would total \$1,948,400 in 2007-08 and \$2,294,400 in 2008-09.

**11. ELDERLY AND DISABLED AIDS**

	<b>Chg. to JFC</b>
SEG	\$202,500

Provide \$66,500 in 2007-08 and \$136,000 in 2008-09 for county assistance in the provision of elderly and disabled specialized

transportation services. Total state funding would equal \$12,705,400 in 2007-08 and \$13,046,100 in 2008-09. This would provide a 2.5% annual increase for elderly and disabled transportation, rather than 2.0% under the substitute amendment, based on the combined SEG funding for county assistance and capital aids, but would provide the total increase in the appropriation for county assistance.

**12. MILWAUKEE TO CHICAGO PASSENGER RAIL SERVICE**

Reduce funding for the state's share of the Amtrak Hiawatha route by \$122,700 SEG and \$491,100 FED in 2007-08 and \$126,000 SEG and \$504,100 FED in 2008-09 to reflect a new estimate of the cost to maintain the service, with an additional rail car for each train set to alleviate overcrowding. Total funding for the service would be \$6,345,300 (\$1,269,100 SEG and \$5,076,200 FED) in 2007-08 and \$6,522,800 (\$1,304,600 SEG and \$5,218,200 FED) in 2008-09.

	Chg. to JFC
SEG	-\$248,700
FED	<u>- 995,200</u>
Total	-\$1,243,900

**13. ROUTE ELIGIBILITY FOR PASSENGER RAIL SERVICE BONDS**

Modify existing general obligation bonding authority for passenger rail service improvements to specify that the bonds may be used for improvements to establish rail service between Madison and Eau Claire.

**14. LOCAL ROADS IMPROVEMENT PROGRAM -- ENTITLEMENT COMPONENT**

Provide \$82,900 SEG and \$82,900 SEG-L in 2007-08 and \$169,600 SEG and \$169,600 SEG-L in 2008-09 for the entitlement component of the local roads improvement program, to provide total increases of 2.5% annually for the program, instead of 2.0% under the substitute amendment.

	Chg. to JFC
SEG	\$252,500
SEG-L	<u>252,500</u>
Total	\$505,000

**15. LOCAL ROADS IMPROVEMENT PROGRAM -- DISCRETIONARY COMPONENT**

Provide \$35,000 SEG and \$35,000 SEG-L in 2007-08 and \$71,600 SEG and \$71,600 SEG-L in 2008-09 for the discretionary component of the local roads improvement program, to provide total increases of 2.5% annually, instead of 2.0% under the substitute amendment. Establish statutory distributions for the components of the program, as follows: (a) \$5,381,300 in 2007-08 and \$5,515,800 in 2008-09 and annually thereafter for county projects; (b) \$1,025,000 in 2007-08 and \$1,050,600 in 2008-09 and annually thereafter for municipal projects; and (c) \$768,700 in 2007-08 and \$788,000 in 2008-09 and annually thereafter for town projects.

	Chg. to JFC
SEG	\$106,600
SEG-L	<u>106,600</u>
Total	\$213,200

**16. AERONAUTICS ASSISTANCE**

	Chg. to JFC
SEG	\$192,100

Provide \$63,100 in 2007-08 and \$129,000 in 2008-09 for the aeronautics assistance program, to provide total increases of 2.5% annually, instead of 2.0% annually under the substitute amendment.

**17. SOUTHEASTERN WISCONSIN REGIONAL TRANSIT AUTHORITY -- COMMUTER RAIL PROJECT AUTHORITY**

Provide the Southeastern Wisconsin Regional Transit Authority (RTA) the responsibility to sponsor, develop, construct, and operate a commuter rail transit system connecting the cities of Kenosha, Racine, and Milwaukee, known as the KRM commuter rail link, and the following authority: (a) to levy a vehicle rental fee of up to \$15 per transaction in the three-county region (currently \$2 per rental transaction); (b) to expend funds to develop and construct the KRM commuter rail link; and (c) to issue up to \$50 million in bonds, excluding refunding bonds, for the anticipated local funding share required for initiating KRM commuter rail link service.

Specify the following relative to the bonds issued by the RTA: (a) the RTA could secure the bonds by a pledge of any income or revenues from any operations, rent, aids, grants, subsidies, contributions, or other source of funds; (b) neither the governing body of the RTA nor any person executing the bonds would be personally liable on the bonds by reason of the issuance of the bonds; (c) the bonds would not be debt of the counties that created the RTA and neither the counties nor the state would be liable for the payment of the bonds; (d) the bonds would only be payable out of funds or properties of the authority; and (e) these restrictions would have to be stated on the face of the bonds;

In addition, specify the following relative to RTA bonds, including refunding bonds: (a) the bonds would have to be authorized by resolution of the RTA's governing body; (b) the bonds could be issued under a resolution or under a trust indenture or other security instrument; (c) the bonds could be issued in one or more series and could be in the form of coupon bonds or registered bonds; (d) the bonds would have to bear the dates, mature at the times, bear interest at the rates, be in the denominations, have the rank or priority, be executed in the manner, be payable in the medium of payment and at the places, and be subject to the terms of redemption, with or without premium, as the resolution, trust indenture, or other security instrument provides; (e) the bonds would be issued for an essential public and governmental purpose and are public instrumentalities and, together with interest and income, are exempt from taxes; (f) the bonds could be sold by the RTA at public or private sales at the price or prices determined by the RTA; and (g) if any member of the RTA governing body whose signature appears on the bonds ceases to be member of the RTA governing body before the bonds are delivered, the signature would remain valid.

Provide the RTA the authority to issue refunding bonds for the purpose of paying any of its bonds at or prior to the maturity or upon acceleration or redemption. Specify that the RTA may issue refunding bonds at such time prior to the maturity or redemption of the refunded

bonds as the authority deems to be in the public interest. Provide that the refunding bonds may be issued in sufficient amounts to pay or provide the following: (a) the principal of the refunded bonds together with any redemption premium on the bonds and any interest accrued or to accrue to the date of payment of the bonds; (b) the expenses to issue refunding bonds; (c) the expenses of redeeming the bonds being refunded; and (d) such reserves for debt service or other capital or current expenses from the proceeds of the refunding bonds as may be required by the resolution or under a trust indenture or other security instrument.

Delete the current law provision that the RTA's report to the Legislature, which is due by November 15, 2008, must include a recommendation as to whether the responsibilities of the authority should be limited to collection and distribution of regional transit funding or should also include operation of transit service. Also, delete the requirement that the RTA's report must recommend whether the RTA should continue in existence beyond September 30, 2009.

#### **18. KENOSHA-RACINE -MILWAUKEE COMMUTER RAIL STUDIES**

Require the Southeastern Wisconsin Regional Transit Authority to conduct the following studies related to the Kenosha-Racine-Milwaukee commuter rail project: (a) a study on the feasibility of extending any proposed commuter rail project through the 30th Street corridor in the City of Milwaukee to the northern Milwaukee County line; and (b) a study on the feasibility of adding a commuter rail stop and station at points where any proposed commuter rail route would intersect National Avenue and/or Greenfield Avenue in the City of Milwaukee. Specify that the studies be included as part of the report to the Governor and Legislature that is required under current law.

#### **19. ROAD IMPROVEMENT GRANT FOR THE TOWN OF POUND IN MARINETTE COUNTY**

Require DOT to award a grant of \$500,000 in the 2007-09 biennium to the Town of Pound in Marinette County from the SEG appropriation for the transportation economic assistance (TEA) program for the extension of North 19<sup>th</sup> Road to West 16<sup>th</sup> Road. Specify that the grant shall be made notwithstanding current TEA program eligibility criteria or local match requirements.

#### **20. GRANT TO ASHLAND COUNTY FOR IMPROVEMENTS TO CTH H**

Require DOT to award a grant of \$2,100,000 in the 2007-09 biennium to Ashland County from the FED appropriation for local transportation facility improvement assistance for the improvement of CTH H on Madeline Island, if the Department determines that the CTH H project is eligible for federal aid during the biennium. Under current federal law, federal highway aid may not be used for highways that are classified as "minor collectors," which is the current classification of Ashland County CTH H. This item would require a grant to be made for the improvement of that highway if federal law is changed to allow the improvement.

**21. GRANT FOR STREET IMPROVEMENTS IN THE CITY OF KENOSHA**

Require DOT to make a grant of \$800,000 in the 2007-09 biennium to the City of Kenosha from the FED appropriation for local transportation facility improvement assistance for the extension of 39th Avenue from 18th Street to 26th Street, if the Department determines that the project is eligible for federal aid. Specify that the grant shall be made in addition to any other assistance that the City is eligible to receive under the program.

**22. TRANSPORTATION ENHANCEMENTS GRANT FOR THE CITY OF WHITEWATER**

Require DOT to award a grant to the City of Whitewater from the transportation enhancements grant program during the 2007-09 biennium for the extension of the Whitewater multi-use trail to Willis Ray Road, if the Department determines that the project is eligible for federal aid. Specify that the amount of the grant shall be \$150,000 or 80% of the cost of the project, whichever is less. Specify that the City, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

**23. TRANSPORTATION ENHANCEMENTS GRANT FOR THE CITY OF RACINE**

Require DOT to award a grant of \$400,000 to the City of Racine from the transportation enhancements grant program in the 2007-09 biennium for a streetscaping project on 6<sup>th</sup> Street between Main Street and Grand Avenue, if the Department determines that the project is eligible for federal aid. Specify that the City, in order to receive the grant, must apply for the grant and agree to pay at least \$100,000 toward the cost of the project.

**24. TRANSPORTATION ENHANCEMENTS GRANT FOR THE TOWN OF ARMSTRONG CREEK**

Require DOT to award a grant from the transportation enhancements grant program to the Town of Armstrong Creek in Forest County for the historical restoration of the Red Bridge over Armstrong Creek in the 2007-09 biennium, if the Department determines that the project is eligible for federal aid. Specify that the amount of the grant shall be \$50,000, or 80% of the cost of the project, whichever is less. Specify that the Town, in order to receive the grant, must apply for a grant and agree to pay the required 20% local match.

**25. TRANSPORTATION ENHANCEMENTS GRANT FOR THE VILLAGE OF FOOTVILLE**

Require DOT to award a grant to the Village of Footville in Rock County from the transportation enhancements program in the 2007-09 biennium for the paving of a walking trail, if the Department determines that the project is eligible for federal transportation enhancements

funds. Specify that the amount of the grant shall be \$15,000 or 80% of the project cost, whichever is less. Specify that the Village, in order to receive the grant, must apply for the grant and agree to pay the required 20% local match.

**26. SAFE ROUTES TO SCHOOL GRANT FOR THE CITY OF JANESVILLE**

Require DOT to award a grant of \$235,000 to the City of Janesville from the safe routes to school program in the 2007-09 biennium for the construction of a pedestrian tunnel for the Spring Brook Trail under East Milwaukee Street, if the Department determines that the project is eligible for federal aid.

**27. STATE HIGHWAY REHABILITATION FUNDING LEVEL**

Provide \$39,582,400 SEG and \$491,100 FED in 2007-08 and \$60,850,900 SEG and \$504,100 FED in 2008-09 for the state highway rehabilitation program, to provide total increases of 9.6% in 2007-08 and 7.0% in 2008-09 for the program.

	Chg. to JFC
SEG	\$100,433,300
FED	<u>995,200</u>
Total	\$101,428,500

**28. MAJOR HIGHWAY DEVELOPMENT FUNDING LEVEL**

Provide \$11,031,800 in 2007-08 and \$25,546,500 in 2008-09 for the major highway development program, to provide total increases of 5.2% in 2007-08 and 6.1% in 2008-09 for the program.

	Chg. to JFC
SEG	\$36,578,300

**29. MAJOR HIGHWAY DEVELOPMENT BONDING REDUCTION**

Provide \$19,011,100 SEG in 2007-08 and \$20,668,400 SEG in 2008-09 for the major highway development program and decrease the appropriation of revenue bonds (SEG-S) by corresponding amounts, to maintain the use of revenue bonds at the base level. Increase estimated transportation fund revenues by \$600,900 in 2008-09 to reflect a reduction in debt service payments in that year. Reduce the bonding authorization under the substitute amendment by \$39,679,500 to reflect the reduction in the use of revenue bonds.

	Chg. to JFC
SEG	\$39,679,500
SEG-S	<u>- 39,679,500</u>
Total	\$0
SEG-REV	\$600,900
BR	<u>- 39,679,500</u>
Total	- \$39,078,600

**30. SOUTHEAST WISCONSIN FREEWAY BONDING REDUCTION**

Provide \$23,300,000 SEG in 2008-09 for the I-94 north-south freeway project and reduce the bond authorization for the project by \$23,300,000.

	Chg. to JFC
SEG	\$23,300,000
BR	- \$23,300,000

**31. ZOO INTERCHANGE CAPACITY EXPANSION**

Delete the provision in the Joint Finance substitute amendment that would enumerate the Zoo Interchange project in the statutes to allow the construction of additional lanes on that project.

**32. USH 14 RESURFACING PROJECT IN ROCK AND WALWORTH COUNTIES**

Require DOT to complete a pavement resurfacing project on USH 14 between CTH O and STH 89 in Rock and Walworth counties during the 2007-09 biennium. This resurfacing project is estimated to cost between \$2.5 million and \$3.0 million.

**33. PAVEMENT REHABILITATION PROJECT ON I-43 IN ROCK COUNTY**

Require DOT to complete a pavement rehabilitation project on I-43 between I-39/I-90 and STH 140 in Rock County during the 2007-09 biennium. This rehabilitation project is estimated to cost \$6.8 million.

**34. TRANSPORTATION STUDY FOR CTH T AND STH 312 IN THE CITY OF EAU CLAIRE**

Require DOT to conduct a study that examines potential transportation improvements that could improve the access to businesses and promote economic development along CTH T north of STH 312 in the City of Eau Claire. Require the Department to submit a report to the Governor and the Legislature summarizing the results of the study by June 30, 2008.

**35. STUDY OF EXTENSION OF STH 138 IN ROCK COUNTY**

Require DOT to study whether Tolles Road in Rock County should be added to the state trunk highway system as an extension of STH 138. Require the Department to report the results of the study to the Governor and Legislature by June 30, 2008.

**36. UTILITY COSTS ASSOCIATED WITH STH 78 PROJECT IN THE VILLAGE OF MERRIMAC**

Require DOT to pay 75% of the cost of the relocation of water and sewer utilities lying under STH 78 in the Village of Merrimac if the Department reconstructs the segment of the highway within the Village and requires the utilities to be relocated to a lower depth. The cost of the utility work is estimated at \$894,000, so the Department's share of the costs under this item would be \$670,500.

**37. REIMBURSEMENT OF UTILITY COSTS IN THE CITY OF CRANDON**

Require DOT, during the 2007-09 biennium, to reimburse the City of Crandon for a portion of the costs of installing water and sewer utilities across USH 8 associated with the development of a Best Western hotel in the City. Specify that the portion of costs to be paid shall be equal to the difference between the actual costs of the utility construction and the estimated cost of the construction if traffic had been detoured off of USH 8 during construction, up to a maximum of \$150,000. Require the City to submit a request to the Department that includes the actual cost of the utility work and an estimate of the alternative costs, as determined by the City. Specify that the reimbursement payment shall be made from the state highway rehabilitation SEG appropriation, notwithstanding current law expenditure authority under that appropriation.

**38. TRAFFIC SIGNALS IN THE TOWN OF ALBION IN DANE COUNTY**

Require DOT to install traffic signals in the 2007-09 biennium at the intersection of USH 51 and Albion Road/Haugen Road in the Town of Albion in Dane County.

**39. DELETE SINGLE LICENSE PLATE**

Delete the provision in the Joint Finance substitute amendment that would eliminate the requirement that DOT distribute two license plates for each vehicle and that two license plates be displayed. Provide \$249,700 annually to restore funding for issuing two plates.

	<b>Chg. to JFC</b>
SEG	\$499,400