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**WISCONSIN LEGISLATIVE COUNCIL  
AMENDMENT MEMO**

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**2001 Assembly Bill 37**

**Senate Substitute  
Amendment 1**

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Under *current law*, the Department of Transportation (DOT) provides state aid payments for urban mass transit operating assistance. For Tier B and Tier C mass transit systems (systems other than those in the Cities of Milwaukee and Madison), mass transit operating assistance is a percentage of actual operating costs from the second calendar year preceding the calendar year in which the aid payment is made. For these systems, adjustments are made for the projected expenses of new or expanded services undertaken by the mass transit system.

*Senate Substitute Amendment 1 to 2001 Assembly Bill 37* repeals the requirement that urban mass transit operating assistance payment for Tier B and Tier C systems be made based on actual operating expenses incurred during the second preceding year. The amended bill would require that annual mass transit operating assistance payments for Tier B and Tier C systems be based on projected operating costs for that calendar year, effective with calendar year 2001 payments. Essentially, the amended bill would return to the method for calculating mass transit operating assistance payments used prior to the enactment of 1999 Wisconsin Act 9. The amended bill also would repeal the authority of DOT to modify and adjust projected expenses of new or expanded services provided by mass transit systems for the purpose of aid payments.

*Senate Substitute Amendment 1* is identical to Assembly Bill 37 as originally introduced, that is, it effectively eliminates Assembly Amendment 1\* to Assembly Bill 37. The Senate adopted Senate Substitute Amendment 1 and concurred in the bill, as amended, on a voice vote.

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\* Assembly Amendment 1 provided that mass transit operating assistance payments for *calendar year 2001* for Tier B and Tier C systems would be based upon the projected operating expenses of an urban mass transit system. The amendment would have provided that beginning in *calendar year 2002 and thereafter*, mass transit operating assistance payments would be based upon operating expenses incurred during the second preceding calendar year. Assembly Amendment 1 also would have restored language deleted by the bill that authorizes DOT to modify and adjust projected expenses of new or expanded services provided by mass transit operating systems for the purpose of aid payments.