



## Fiscal Estimate Narratives

DOT 3/23/2012

LRB Number	11-4062/1	Introduction Number	SB-558	Estimate Type	Original
<b>Description</b> General transportation aids for highways on boundary lines of municipalities					

### Assumptions Used in Arriving at Fiscal Estimate

Currently, the State of Wisconsin has 1,923 local units of government, each with numerous bordering roads. Wisconsin statutes currently split ownership of all bordering roads 50% to one unit of government and 50% to the other unit of government. In total, 6,934.75 miles of bordering roads exist within the boundaries of the State of Wisconsin. This bill would allow municipalities to enter into joint relationships to transfer ownership of these shared roads to one municipality or the other.

The Wisconsin Department of Transportation (WisDOT) maintains an extensive database of all certified mileage within the state. Annually, all municipalities must submit certified miles to the Department. Since General Transportation Aids are distributed on certified mileage, it seems unlikely that a municipality would voluntarily relinquish ownership of certified miles without a reciprocal arrangement to obtain ownership of certified miles of another parcel of roadway.

The Department would need to create a sub-process within the annual certification process which would alert WisDOT staff to reflect when ownership of bordering roads has been adjusted. Staff would need to create a methodology to convey these changes to each unit of the 1,900 units of government. Missing one of these changes would result in WisDOT failing to process the request.

To allow for proper WisDOT education of governments will require one FTE position to follow up on all of the revisions to certified miles and coordinate updates to the WISLR system. A similar modification to the WISLR system takes an employee 60 minutes to complete. Given there are a potential of 6,934.75 miles that could be changed, and a conservative estimate of 1/4 of all miles will be adjusted annually, with each transaction requiring 60 minutes to process, an additional 0.8 FTE employee would be required. Assuming a similar classification for this employee would require an increase of \$58,500 to 20.395 (4)(1)(aq). It is reasonable to assume that the 0.8 FTE requirement will continue because rather than permanently losing funding by assigning sole ownership to a bordering municipality, municipalities can use this legislation to change ownership periodically through WisDOT processes rather than absorbing the cost of periodically changing contractual agreements between municipalities. For example, today, local governments often use annual maintenance agreements between municipalities to specify roadway responsibilities. This legislation enables municipalities to shift the burden of on-going contractual processes to the WisDOT (using WisDOT resources and processes to periodically change border road ownership).

### Long-Range Fiscal Implications

After the additional staff member has been accounted for, there are no other long term implications.

## Fiscal Estimate Worksheet - 2011 Session

Detailed Estimate of Annual Fiscal Effect

Original     
  Updated     
  Corrected     
  Supplemental

LRB Number <b>11-4062/1</b>		Introduction Number <b>SB-558</b>	
<b>Description</b> General transportation aids for highways on boundary lines of municipalities			
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>			
<b>II. Annualized Costs:</b>		<b>Annualized Fiscal Impact on funds from:</b>	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
State Operations - Salaries and Fringes	\$53,500		\$
(FTE Position Changes)	(0.8 FTE)		
State Operations - Other Costs	5,000		
Local Assistance			
Aids to Individuals or Organizations			
<b>TOTAL State Costs by Category</b>	<b>\$58,500</b>		<b>\$</b>
<b>B. State Costs by Source of Funds</b>			
GPR			
FED			
PRO/PRS			
SEG/SEG-S (20.395(4)(1)(aq))	58,500		
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)</b>			
	Increased Rev		Decreased Rev
GPR Taxes	\$		\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
<b>TOTAL State Revenues</b>	<b>\$</b>		<b>\$</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>			
	<u>State</u>		<u>Local</u>
NET CHANGE IN COSTS	\$58,500		\$
NET CHANGE IN REVENUE	\$		\$
<b>Agency/Prepared By</b>		<b>Authorized Signature</b>	
DOT/ Katherine Miller (608) 264-9526		Stephanie LaSage (608) 267-3703	
		<b>Date</b>	
		3/23/2012	