



**Fiscal Estimate Narratives**  
**DOT 7/30/2003**

LRB Number	<b>03-2588/1</b>	Introduction Number	<b>AB-435</b>	Estimate Type	<b>Original</b>
<b>Subject</b>					
Repeal the comprehensive planning (Smart Growth) statute					

**Assumptions Used in Arriving at Fiscal Estimate**

Although the agency's short term fiscal impacts of AB-435 are not identifiable, the agency expects to experience an undetermined increase in its long term costs as a result of the provisions of the bill. This long term negative fiscal impact based on the following assumptions:

- Communities will adopt comprehensive plans by 2010 and use them within their land use decision-making process as indicated in the provisions of the comprehensive planning statutes in s. 66.1001, Wisconsin Statutes.
- Communities will coordinate their comprehensive planning efforts with the Department, particularly district staff to reduce potential conflicts between state transportation plans and local transportation plans.
- The Department will utilize local plans to better coordinate the state's long-range multi-modal transportation plan as well as within the six-year highway program.

Fiscal impacts to local governments may result in short term cost savings from not conducting a comprehensive plan, however it is an indeterminate amount. According to department estimates, over 600 local governments are currently investing in their time and resources in a comprehensive planning process or have already adopted a comprehensive plan under s. 66.1001, Wis. Stats.. Similar to the agency's long term fiscal implications to this bill, the negative long term fiscal impacts for local governments are highly likely.

**Long-Range Fiscal Implications**

Long-term fiscal implications to the agency with the passage of AB-435 are attributed to the resulting increases in uncoordinated approaches to land use and transportation that the comprehensive planning law seeks to avoid. Unplanned development due to a lack of local planning can, over time, result in a cumulative effect on the transportation system. This cycle can result in safety and/or mobility deficiencies of the state highway system. Agency processes, such as driveway permits onto the state highway system, are also significantly more complex and cumbersome to perform in the absence of local plans and coordination that results from the comprehensive planning process.

With local comprehensive plans being developed and implemented, the Department has a clearer understanding of local economic development goals and what to plan for the transportation system. This information and ongoing coordination with local governments related to their comprehensive plans should result in an indeterminate long term cost savings in agency staff time and resources.