

Fiscal Estimate - 2003 Session

Original Updated Corrected Supplemental

LRB Number 03-0216/3 **Introduction Number** AB-510

Subject
Create metropolitan service districts

Fiscal Effect

State:
 No State Fiscal Effect
 Indeterminate
 Increase Existing Appropriations Increase Existing Revenues Increase Costs - May be possible to absorb within agency's budget
 Decrease Existing Appropriations Decrease Existing Revenues Yes No
 Create New Appropriations Decrease Costs

Local:
 No Local Government Costs
 Indeterminate
 1. Increase Costs 3. Increase Revenue **5. Types of Local Government Units Affected**
 Permissive Mandatory Permissive Mandatory Towns Village Cities
 2. Decrease Costs 4. Decrease Revenue Counties Others
 Permissive Mandatory Permissive Mandatory School Districts WTCS Districts

Fund Sources Affected **Affected Ch. 20 Appropriations**
 GPR FED PRO PRS SEG SEGS

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Fiscal Estimate Narratives

DOT 9/26/2003

LRB Number 03-0216/3	Introduction Number AB-510	Estimate Type Original
Subject Create metropolitan service districts		

Assumptions Used in Arriving at Fiscal Estimate

This bill would allow two or more municipalities (any city, village, town, or portion of a town) located in a single urbanized area (as determined under provisions in the bill) to form a Metropolitan Service District (district). The district must provide at least two governmental services within the district, at least one of which must be from the list provided in the bill.

A district would be a local unit of government run by a commission of not more than 9 members, and the commissioners would be elected at large.

Urbanized areas would be designated by the Regional Planning Commission (RPC) for that area, or if there is no RPC for the area, by the county zoning authority. The factors to be considered, at a minimum, in the designation are: Population density, compactness, community of interests, and cost effectiveness of service delivery.

A district could operate, improve and promote an existing mass transit system. A district could also perform all or certain parts of highway maintenance services under contract with the municipalities in the district. The highway maintenance services that could be provided include (but are not limited to): snow removal, highway lighting, surface cleaning.

This bill would not change the level of state transportation aids, or result in a measurable increase or decrease in costs to the Department of Transportation (DOT) to administer state transportation aids or other DOT programs. Municipalities would continue receiving transportation aids based on the established formula, and if they enter into a Metropolitan Service District, would be required to forward the "allocable" aids to the district, and inform DOT.

This bill would allow municipalities, on a voluntary basis, to form Metropolitan Service Districts to provide services. Which services these districts choose to provide and how they choose to provide them will determine the fiscal implications at the local governmental level of forming a district. It is not possible to determine whether costs to local government will increase or decrease as a result of this bill.

Long-Range Fiscal Implications

This bill would allow municipalities, on a voluntary basis, to form Metropolitan Service Districts to provide services. Which services these districts choose to provide and how they choose to provide them will determine the fiscal implications at the local governmental level of forming a district.