

Fiscal Estimate - 2005 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 05-3558/1	Introduction Number SB-379
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Description
 The regulation, preservation, and restoration of historic buildings, the supplement to the federal historic rehabilitation tax credit and the state historic rehabilitation tax credit, requiring the certification of downtowns, promoting certain downtown areas in this state, highway projects involving business and downtown areas, the construction of major highway projects involving a bypass, granting rule-making authority, and making appropriations.

Fiscal Effect

State:

<input type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues	<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Decrease Costs
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Local:

<input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate 1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 2. <input checked="" type="checkbox"/> Decrease Costs <input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Government Units Affected <input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Village <input checked="" type="checkbox"/> Cities <input type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
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Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input checked="" type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Dennis Leong (608) 266-9910	Authorized Signature Julie Johnson (608) 267-3703	Date 10/25/2005
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Fiscal Estimate Narratives

DOT 10/25/2005

LRB Number	05-3558/1	Introduction Number	SB-379	Estimate Type	Original
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Assumptions Used in Arriving at Fiscal Estimate

Downtown Development: Fiscal Impacts

Assumptions

1. This Bill requires DOT to consult with State Main Street communities and other certified downtowns recognized by the Department of Commerce when a highway improvement project will have an impact on the downtown area. DOT must give priority to retaining the on-street parking when a highway project widens the streets for through traffic in the downtown area.

(Assumption: The public outreach requirement for the DOT to contact communities impacted by construction of highway projects in the downtown area will not likely result in additional hours or costs on the District staff. As a matter of practice, District project managers and their contractors meet regularly with local officials and residents in advance of upcoming transportation projects. District staff helps the local communities develop and provide alternative access to downtown businesses. Discussions and actions are taken to mitigate project impacts to the communities. Discussions and negotiations regarding the retention of on-street parking can be included in these pre-project District outreach meetings.)

2. This Bill requires DOT to pay for the resurfacing and rehabilitation of parking lanes when the Department is making improvements to the travel lanes for Main Street and certified communities under the Department of Commerce.

(Assumption: There are currently 24 out of 35 Main Street communities in the Department of Commerce program that have state highways passing through the central business districts. In the Department's Six-Year Highway Improvement Plan (2002-2007), it is estimated that 10 Main Street communities could have construction projects in the downtown area. The Department of Commerce estimated another six downtown business districts that might seek certification within the next 2-6 years. This certification process would qualify these six (or more) communities for parking lane resurfacing or reconstruction costs from DOT. The parking lanes associated with the boundaries of the main street business district along a state highway varies between 8-14 blocks in length.)

Fiscal impact analysis is based on the following two scenarios:

A. Assuming 10 Main Street communities and 6 additional certified business districts qualify for resurfacing and reconstruction for 8 blocks of parking lanes for years 2002-2007.

Resurfacing (asphalt) for 16 downtown districts @ 8 blocks per district =
\$704,000

Reconstruct (asphalt) 16 downtown districts @ 8 blocks per district =
\$985,600

Reconstruct (concrete) 16 downtown districts @ 8 blocks per district = \$1,267,200

B. Assuming 10 Main Street communities and 6 additional certified business districts qualify for resurfacing and reconstruction for 14 blocks of parking lanes for years 2002-2007.

Resurfacing (asphalt) for 16 downtown districts @ 14 blocks per district = \$1,078,000

Reconstruct (asphalt) 16 downtown districts @ 14 blocks per district = \$1,509,200

Reconstruct (concrete) 16 downtown districts @ 14 blocks per district = \$1,940,400

NOTE: DOT discourages parking on state trunk highways for safety reasons. Under current DOT policy, if a community wants parallel parking along the State Trunk Highway within their municipal boundaries; the municipality must pay for the parking per State Statute 86.32(4) and agree to maintain those parking lanes. Parking lanes are a direct benefit to the businesses in the community and hence, the DOT's rationale for having the community pay for the repair and maintenance of these parking lanes. By having DOT pay for parking lanes for some communities and not others, this creates an inequitable situation between the Main Street and certified business district status verses non-certified and non- Main Street communities.

3. The Bill requires the DOT to design and construct an "active bypass" for any of the current six highway majors bypass projects when the local governing body of a city, village, or town adopts a resolution requesting such an action. "Active bypass" is defined in the Bill as a bypass of an existing highway that is designed and constructed so that access to the bypass requires motorists to exit the existing highway in order to travel on the bypass. DOT highway design engineers have recommended a type of directional intersection or interchange to safely accomplish the intent of an "active bypass".

(Assumptions: The design was based on the concept of a directional split, similar to the interchange in Tomah where I-90 and I-94 splits into two interstate highways. This scenario gives the drivers time to make a decision to merge into the lanes that would either take them into the community or choose the route that would bypass the community. This scenario may require more right-of-way in order to construct the additional lanes, transitional lanes, and additional signage needed to inform drivers well in advance of the directional split. In order to maintain driver expectancy and consistency, that is, keeping the through lanes on the left and lanes leaving the main roadway to the right, it would be necessary to construct three bridges or structures for the two active bypasses at each end of the bypassed community.

Directional Split or Major Fork at both ends of the community - \$11,083,335
(includes three bridges to accommodate right exits from the main highway in order to address driver expectancy concerns)

Regular diamond interchanges at both ends of the community - \$8,680,392

Cost difference between active and regular bypass interchanges - \$2,402,942

It would cost at least \$2.4 million more to construct an active bypass provided that no other improvement is considered under this scenario. It is possible that an active bypass may have additional interchanges to allow for additional access from the highway, which add back the cost for interchanges. For the purpose of this analysis, the additional cost impact per year may be \$2.4 million per bypass community if the DOT would to construct one new active bypass per year. Currently, there are 16 potential "active" bypass opportunities from the current list of enumerated Major Highway projects.

Major Highway Project Number of communities bypassed

USH 12 (Lake Delton - Sauk City) 1

STH 26 (Janesville - Watertown) 4

Beloit Bypass 1

Burlington Bypass 1

USH 41 (Oconto - Peshtigo) 2

USH 10 (Marshfield - Stevens Point) 5

USH 14 (Viroqua - Westby) 2

Total 16

(NOTE: This proposed legislation requirement of the DOT to build if a local resolution says an active bypass is advantageous essentially violates the foundation of the Environmental Impact Statement (EIS) process by predetermining the outcome. Such a violation would essentially create a situation in which federal and state environmental review requirements are not met; therefore, the Federal Highway Administration will not approve a final EIS, and therefore the Transportation Projects Commission would not be able to recommend enumeration for the Highway Majors Project. This type of action would likely be illegal from both a state and federal perspective. Additionally, state and federal transportation officials have concerns regarding the safety of an active bypass.)

Long-Range Fiscal Implications

Long-Range Fiscal Implications

The Bill authorizes the Department of Commerce to certify downtown business districts. Upon certification, these business districts will be qualified to receive DOT assistance to resurface and reconstruct parking lanes. The long-range fiscal implications are based upon how many of these business districts will become certified in the future. It is possible that every community where a highway project runs through the downtown business district will ask to be certified and thus qualify for parking lane improvements. This will likely add 2-3 times the number of communities that will be eligible for parking lane improvements in the next six-year highway improvement plan. Estimated impact for the next Six-Year Highway Improvement Plan (2008-2014) ranges between \$2-6 million

Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): \$2-6 million increased costs to state over 6 year program period (average \$1 million per year) for parking lanes and \$2.4 million per year for the design and construction of one active bypass per year.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	
(FTE Position Changes)			
State Operations - Other Costs	3,400,000		
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$3,400,000		\$
B. State Costs by Source of Funds			
GPR			
FED	2,720,000		
PRO/PRS	680,000		
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$3,400,000	\$-200,000
NET CHANGE IN REVENUE		\$	\$

Agency/Prepared By	Authorized Signature	Date
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