

Fiscal Estimate Narratives

DOT 3/10/2009

LRB Number	09-1706/1	Introduction Number	AB-0092	Estimate Type	Original
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; granting rule-making authority; and making appropriations					

Assumptions Used in Arriving at Fiscal Estimate

Assembly Bill 92 imposes three requirements for WisDOT:

1. During the preliminary phases of a proposed highway project funded by the DOT, the agency is required to consult with existing communities under the State Main Street Program and other downtowns certified by the Wisconsin Department of Commerce as to the effects of the project on the business or certified downtown area.

No fiscal impact. 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 regional staff. As a matter of practice, the regional project managers and their contractors meet regularly with local officials and residents in advance of upcoming transportation projects. Regional 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.

2. During the concept definition phase of a highway project, DOT is directed to recognize the high visual and aesthetic significance of, and impact related to, these types of highway projects intent of the provision directs DOT to recognize impacts for the existing and certified main street communities by the Department of Commerce.

No Fiscal Impact. Under the DOT's Community Sensitive Design initiative, 5% of the total project cost could be allocated to reduce or enhance the visual and aesthetics of the downtown business district. The exact amount of the award is based upon the discretion of the DOT manager of the highway project. These projects might include decorative lighting, landscaping, planting, bicycle and pedestrian facilities, park benches, banners and signage.

3. Business areas or certified business districts under the State Main Street Program subject to revitalization efforts may erect awning or other signage that projects from a building over a sidewalk, provided that the awning or signage does not encroach upon the travel portion of the highway and the awning or signage provides adequate clearance for equipment used to maintain or clear the sidewalks of snow or debris. If the department removes an awning or signage erected in connection with a state highway project, the owner of the awning or other signage may not be compensated for the removal, damage, or loss of the sign by local or state authorities.

No Fiscal Change. Currently, WisDOT issues a revocable occupancy permit for these signs and awnings. An amendment is needed for certified or businesses in the State Main Street program to erect awnings and signs without a revocable occupancy permit from the DOT. In connection with state highway project, compensation for the removal, damage or loss of awnings and signs are not subject to compensation by local or state authorities. This is consistent with existing WisDOT policy.

Long-Range Fiscal Implications

No long range fiscal implications.