



## Fiscal Estimate Narratives

DOT 11/17/2011

LRB Number	11-3058/1	Introduction Number	SB-265	Estimate Type	Original
<b>Description</b> Local airports and authority to enact aerial approach ordinances					

### Assumptions Used in Arriving at Fiscal Estimate

Direct costs to local governments are indeterminate. However, the city of Red Wing, on behalf of the Red Wing airport, has already spent several years and a significant amount of money developing the groundwork/foundation for the Red Wing Regional Airport land use ordinance. Expenses include cost of a consultant and city staff time, as well as Wisconsin Bureau of Aeronautics staff time. This significant investment would be lost if this bill is passed.

There are potential indirect future costs that go beyond the immediate revenue loss or generated by the passage of this bill. Red Wing Regional Airport currently has a height limitation zoning ordinance, which ensures that the airspace in the approaches to the airport runways remain free of obstructions. This bill would abolish that ordinance and could complicate the height limitation zoning ordinances for many of the border airports in Wisconsin. Without ordinances regulating the height and land uses near the airport, encroaching development could lead to the potential loss of or degraded use of the airport. Most public use airports have received a significant amount of local, state, and federal funding for maintenance and development. Without adequate airspace and land use regulations, the public's investment in these facilities is not being protected.

While this bill is drafted largely with the Red Wing airport in mind, similar effects would likely occur at several other border airports. Osceola and Superior are two such examples of Wisconsin airports that have spent time and money developing cooperative airport protection ordinances that rely on the reciprocal relationship with Minnesota.

### Long-Range Fiscal Implications

If incompatible land development occurs and the land needs to be cleared for airport-related safety reasons in the future, there will be a significant cost to correct the situation, not only at Red Wing, but potentially at several other airports along the WI-IA, WI-MN and WI-MI borders. An additional consequence would be possible violation of the Federal Aviation Administration Grant Assurances. Most of the affected airports are recipients of federal Airport Improvement Program development funds. As a condition of receiving federal money, the airport owners assured the FAA that they would preserve the safety and utility of their airports. This bill could prevent those airports, specifically the Red Wing airport owner (the city of Red Wing), from complying with grant assurances and thus, could make them ineligible for future federal funds. Over time, loss of federal funds creates less inviting and less usable airports, reducing the economic value of the airports, not just to the local communities, but to the entire regions. Airports are utilized by a number of residents and businesses in a broad geographic area, including Wisconsin. Failure to secure federal development funds could have a detrimental impact on the economy on both sides of the state line.