

Fiscal Estimate - 2021 Session

Original Updated Corrected Supplemental

LRB Number **21-5393/1** Introduction Number **SB-766**

Description
required inclusions in the long-range statewide transportation plan

Fiscal Effect

State:

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

Local:

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

Fund Sources Affected **Affected Ch. 20 Appropriations**

GPR FED PRO PRS SEG SEGS 20.395 (4)(aq) and 20.395 (4)(ax)

Agency/Prepared By	Authorized Signature	Date
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Fiscal Estimate Narratives

DOT 2/3/2022

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Description					
required inclusions in the long-range statewide transportation plan					

Assumptions Used in Arriving at Fiscal Estimate

Currently, there are no state statutes that address the long-range statewide transportation plan. Federal law [23 CFR § 450.216] requires states to develop a long-range transportation plan, with a minimum 20-year forecast period at the time of adoption that provides for the development and implementation of the multimodal transportation system for the state. The long-range plan is required to consider and include elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities. In addition, federal law [23 USC § 135] identifies specific elements that each state is to include in the development of their statewide transportation plan. These requirements include the protection and enhancement of the environment, promoting energy conservation, improving the quality of life, and promoting consistency between transportation improvements and state and local planned growth and economic development patterns.

The Department of Transportation's current long-range plan (Connections 2030) was adopted in October 2009 and the Department has released the draft long-range plan (Connect 2050) for public comment and it is expected to be adopted in the Spring of 2022.

Additional time and effort will be required by Department staff to meet the requirements of SB 766. It is anticipated that 345 hours of staff time (\$30,763 for salary and fringe) will be necessary to research and develop the visions, draft the report, provide internal review, and finalize the report for submission. Due to the time frame provided in the bill for reporting to the Governor and legislature on the vision statements and their implementation, the Department would need assistance from a consultant at an estimated cost of \$50,200. An additional cost of \$200 would be necessary for printing and other supplies associated with the development of the report. It is unknown if these efforts would be eligible for federal funding at this time, so it is assumed any costs incurred would be state funded.

Long-Range Fiscal Implications

Indeterminate. The long-range fiscal implications would be dependent on the types of programs developed and adopted in response to the long-range plan's visions and available funding.