



Legislative Fiscal Bureau

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Joint Committee on Finance

Paper #909

Lift Bridge Aid (DOT -- Local Transportation Aid)

CURRENT LAW

Municipalities are reimbursed, from a biennial appropriation, for 100% of actual costs incurred in operating and maintaining swing or lift bridges on connecting highways. If the biennial appropriation is insufficient to provide full reimbursement, payments are prorated in the manner deemed desirable by DOT.

GOVERNOR

Provide base level funding of \$1,425,000 SEG annually for lift bridge aid.

DISCUSSION POINTS

1. Lift bridge aid is paid on the first Monday in July for costs incurred during the previous calendar year. For example, the lift bridge aid payment made in July, 2000, was in reimbursement for actual costs incurred by the cities during calendar year 1999 (the cities must submit documentation of their costs by January 31).

2. Presently, five cities operate ten eligible lift bridges: Green Bay (Main Street), Manitowoc (8th and 10th Streets), Milwaukee (Broadway, Kinnickinnic, State and Wells Streets), Racine (Main and State Streets) and Two Rivers (Madison Street).

3. The bill would provide base level funding of \$1,425,000. DOT indicates that actual calendar year costs for 2000, to be reimbursed in July, 2001 (fiscal year 2001-02) were \$1,502,500, or \$77,500 over base funding. Further, DOT indicates that, while a complete picture of 2001 costs is not yet available, it is reasonable to expect a \$90,000 increase in 2002-03, over the base funding level, to reflect ongoing costs.

4. If the funding increase for 2001-02 is not provided, DOT would have the option of prorating the July, 2001, payments. Alternatively, DOT could fully fund these payments, since the appropriation is biennial, and make the necessary proration in the July, 2002, payments. If the July, 2001, payments are prorated based on available funding, each municipality would receive a payment equal to 94.8% of its 2000 costs. The following table indicates the 2000 costs and the 2001-02 prorated lift bridge aid payments for each bridge, if only base level funding is provided and DOT makes the full proration in July, 2001.

2001-02 Lift Bridge Aid Under Full Funding and Prorated Payment

<u>Bridge</u>	<u>2000 Actual Costs</u>	<u>Prorated Aid Under Base Funding</u>	<u>Difference</u>
Green Bay -- Main Street	\$261,309	\$247,836	-\$13,473
Manitowoc -- 8th Street	139,059	131,889	-7,170
Manitowoc -- 10th Street	15,364	14,572	-792
Milwaukee -- Broadway Street	251,638	238,663	-12,975
Milwaukee -- Kinnickinnic and 1st	265,201	251,527	-13,674
Milwaukee -- State Street	19,032	18,050	-982
Milwaukee -- Wells Street	15,063	14,287	-776
Racine -- Main Street	277,315	263,016	-14,299
Racine -- State Street	253,994	240,898	-13,096
Two Rivers -- Madison Street	<u>4,494</u>	<u>4,262</u>	<u>-232</u>
TOTAL	\$1,502,469	\$1,425,000	-\$77,469

5. Since 1984-85, 100% of annual lift bridge costs have been funded with state lift bridge aid. Twice during that period, in 1988-89 and in 2000-01, the Joint Committee on Finance provided additional funding under s. 13.10 of the statutes to avoid the annual lift bridge aid amounts being prorated in those years.

ALTERNATIVES TO BILL

1. Take no action. The Governor's recommendation to provide base level funding of \$1,425,000 SEG annually would be approved.

2. Provide \$77,500 SEG in 2001-02 and \$90,000 SEG in 2002-03 to increase funding for lift bridge aid.

Alternative 2	SEG
2001-03 FUNDING (Change to Bill)	\$167,500

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