

### Fiscal Estimate - 2011 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> 11-2326/1	<b>Introduction Number</b> SB-337
<b>Description</b> The performance of highway improvement projects by a county and private construction projects by a political subdivision	
<b>Fiscal Effect</b>	
<b>State:</b>	
<input type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="checkbox"/> Increase Existing Appropriations  <input type="checkbox"/> Decrease Existing Appropriations  <input type="checkbox"/> Create New Appropriations                 </div> <div style="width: 30%;"> <input type="checkbox"/> Increase Existing Revenues  <input type="checkbox"/> Decrease Existing Revenues                 </div> <div style="width: 30%;"> <input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget  <input type="checkbox"/> Yes      <input type="checkbox"/> No  <input type="checkbox"/> Decrease Costs                 </div> </div>	
<b>Local:</b>	
<input type="checkbox"/> No Local Government Costs <input checked="" type="checkbox"/> Indeterminate	
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">                 1. <input type="checkbox"/> Increase Costs  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory                  2. <input type="checkbox"/> Decrease Costs  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory             </div> <div style="width: 30%;">                 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             </div> <div style="width: 30%;">                 5. Types of Local Government Units Affected  <input type="checkbox"/> Towns      <input type="checkbox"/> Village      <input type="checkbox"/> Cities  <input type="checkbox"/> Counties      <input type="checkbox"/> Others  <input type="checkbox"/> School Districts      <input type="checkbox"/> WTCS Districts             </div> </div>	
<b>Fund Sources Affected</b>	
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input type="checkbox"/> SEGS	
<b>Affected Ch. 20 Appropriations</b>	
<b>Agency/Prepared By</b>	<b>Authorized Signature</b>
DOT/ Lori Richter (608) 266-0254	Stephanie LaSage (608) 267-3703
<b>Date</b>	
1/3/2012	

## Fiscal Estimate Narratives

DOT 1/3/2012

LRB Number	11-2326/1	Introduction Number	SB-337	Estimate Type	Original
<b>Description</b> The performance of highway improvement projects by a county and private construction projects by a political subdivision					

### Assumptions Used in Arriving at Fiscal Estimate

Currently, a county may not perform highway work for another county, a municipality in another county, nor for a city or village with a population of 5,000 or more, unless either of the following applies:

- 1) A part of the project location in the county doing the work, and no part of the project goes beyond the adjacent county; or
- 2) The project location is, wholly or in part, in a municipality that lies partially within the county doing the work.

Additionally, under current law a county may only perform work for a city or village with a population of 5,000 or more under limited circumstances in the Local Roads Improvement Program (LRIP), when the project does not consist solely of the purchase of finished hot mix asphalt.

The bill would remove the statutory limitation on counties performing work for another county or municipality in another county under 59.52(30). It would remove the limitation on counties doing work for a municipality with a population of 5,000 or more. Finally, it would eliminate the provision that a local government may not use its workforce on a project for which a private person is financially responsible.

### Administrative Significance

This bill would not have an impact on administrative procedures, organizational arrangements or management practices at the Wisconsin Department of Transportation (WisDOT). Administrative costs at WisDOT would not change if this bill were passed.

### Fiscal Effect

There would be no state fiscal effect. This bill would have no effect on overall funding provided through the Local Roads Improvement Program. The fiscal effect on affected political subdivisions is indeterminate. It is likely that this bill may result in a shift of some amount of reimbursable costs from private contractors to work performed by public sector employees. This impact is uncertain, and there is no data available to estimate the savings it may generate for the affected units of government.

### Long-Range Fiscal Implications

There are no long-term administrative or fiscal effects for the state. Long-term administrative and fiscal effects on local governments are indeterminate.

## Fiscal Estimate Worksheet - 2011 Session

Detailed Estimate of Annual Fiscal Effect

Original
  Updated
  Corrected
  Supplemental

<b>LRB Number</b> 11-2326/1	<b>Introduction Number</b> SB-337	
<b>Description</b> The performance of highway improvement projects by a county and private construction projects by a political subdivision		
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>  There would be no one-time costs or revenue impacts for state government. Local government one-time costs and revenues are indeterminate. WisDOT does not determine local highway projects.		
<b>II. Annualized Costs:</b>	<b>Annualized Fiscal Impact on funds from:</b>	
	Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>		
State Operations - Salaries and Fringes	\$0	\$0
(FTE Position Changes)	(0.0 FTE)	(-0.0 FTE)
State Operations - Other Costs	0	0
Local Assistance	0	0
Aids to Individuals or Organizations	0	0
<b>TOTAL State Costs by Category</b>	<b>\$0</b>	<b>\$0</b>
<b>B. State Costs by Source of Funds</b>		
GPR	0	0
FED	0	0
PRO/PRS	0	0
SEG/SEG-S	0	0
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)</b>		
	Increased Rev	Decreased Rev
GPR Taxes	\$0	\$0
GPR Earned	0	0
FED	0	0
PRO/PRS	0	0
SEG/SEG-S		
<b>TOTAL State Revenues</b>	<b>\$0</b>	<b>\$0</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>		
	<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS	\$0	\$
NET CHANGE IN REVENUE	\$0	\$
<b>Agency/Prepared By</b>		
<b>Authorized Signature</b>		<b>Date</b>
DOT/ Lori Richter (608) 266-0254		Stephanie LaSage (608) 267-3703
		1/3/2012