

### Fiscal Estimate - 2005 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> <b>05-3040/1</b>	<b>Introduction Number</b> <b>SB-528</b>
<b>Description</b> Authorization to operate motorcycles, stops required of vehicles at traffic control signals, vehicle failure-to-yield violations, driver education instruction, highway project planning by the Department of Transportation, and providing a penalty	
<b>Fiscal Effect</b>	
<b>State:</b>	
<input type="checkbox"/> No State Fiscal Effect <input checked="" type="checkbox"/> Indeterminate	
<input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues <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
<b>Local:</b>	
<input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate	
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	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 4. <input checked="" type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory
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 checked="" type="checkbox"/> WTCS Districts	
<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/ Timothy McClain (608) 267-5136	Julie Johnson (608) 267-3703
<b>Date</b>	
2/1/2006	

## Fiscal Estimate Narratives

DOT 2/1/2006

LRB Number	05-3040/1	Introduction Number	SB-528	Estimate Type	Original
<b>Description</b> Authorization to operate motorcycles, stops required of vehicles at traffic control signals, vehicle failure-to-yield violations, driver education instruction, highway project planning by the Department of Transportation, and providing a penalty					

### Assumptions Used in Arriving at Fiscal Estimate

SB-528 creates s. 346.37(1)(c)4 that would allow a motorcycle facing a red signal at an intersection, after stopping for not less than 30 seconds, to proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle reasonably believes the signal is vehicle actuated.

The bill introduces the possibility that a motorcyclist would drive through the stop signal and not see an oncoming vehicle, bicycle or pedestrian (e.g., due to inclement weather, driver distractions, or vision problems). This could result in death or injury to the motorcyclist or to other motorists, bicyclists and pedestrians.

The bill amends s.84.06(1m) of the statutes to require WisDOT to consider the safety of motorcycles in plans, estimates, specification, surveys, investigations and engineering work for any highway improvement within its jurisdiction. Increased costs may be incurred for changing engineering design standards in order to include an increased, context sensitive design approach for motorcycles over and above what is already included at the present time. However, these costs are indeterminable.

The bill creates s.346.22(1)(c)(d) and (e). Under this provision, if a person's failure to yield the right-of-way results in bodily harm to another, the person will be guilty of a Class C misdemeanor, and his or her operating privilege will be suspended for 30 days. A Class C misdemeanor is punishable by a fine not to exceed \$500, imprisonment not to exceed 30 days, or both. If the violation results in great bodily harm to another, the person will be guilty of a Class B misdemeanor, and his or her operating privilege will be suspended for 90 days. A Class B misdemeanor is punishable by a fine not to exceed \$1,000, imprisonment not to exceed 90 days, or both. If the violation results in the death of another, the person will be guilty of a Class A misdemeanor, and his or her operating privilege will be suspended for nine months. A Class A misdemeanor is punishable by a fine not to exceed \$10,000, imprisonment not to exceed nine months, or both. Increasing the forfeitures would result in a net increase in revenue via fines, surcharges and other related charges, though the exact amount is indeterminable. In addition, the associated costs for incarceration is unknown because each sentencing situation (e.g., length of jail term) is unique.

In addition, the bill creates s.346.22(1)(f) to require the court to order a person who commits a failure-to-yield violation under s.346.18 to attend a traffic safety school, which must acquaint the person with vehicle right-of-way rules and provide instruction on motorcycle, pedestrian, and bicycle awareness. In 2005, there were 10,493 failure-to-yield convictions representing a significant influx of students that would need to attend traffic safety school at the state's technical colleges. The new requirement would represent a negative cost impact to the Wisconsin Technical College System budget because only 14.5% of the total costs for conducting traffic safety school courses (related to point reduction) are actually recovered by WTCS.

### Long-Range Fiscal Implications

Unknown

## Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

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  Updated     
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<b>LRB Number</b> 05-3040/1		<b>Introduction Number</b> SB-528	
<b>Description</b> Authorization to operate motorcycles, stops required of vehicles at traffic control signals, vehicle failure-to-yield violations, driver education instruction, highway project planning by the Department of Transportation, and providing a penalty			
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>			
<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		\$	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
<b>TOTAL State Costs by Category</b>		<b>\$</b>	<b>\$</b>
<b>B. State Costs by Source of Funds</b>			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
<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		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
<b>TOTAL State Revenues</b>		<b>\$</b>	<b>\$</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$Unknown	\$Unknown
NET CHANGE IN REVENUE		\$Unknown	\$
<b>Agency/Prepared By</b>		<b>Authorized Signature</b>	
DOT/ Timothy McClain (608) 267-5136		Julie Johnson (608) 267-3703	
		<b>Date</b>	
		2/1/2006	