

Fiscal Estimate - 2013 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 13s0128/1	Introduction Number ASA1-AB0389
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Description
 Maximum speed limit on freeways and expressways

Fiscal Effect

State:

<input type="checkbox"/> No State Fiscal Effect	<input type="checkbox"/> Increase Existing Revenues	<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Indeterminate	<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Increase Existing Appropriations		<input type="checkbox"/> Decrease Costs
<input type="checkbox"/> Decrease Existing Appropriations		
<input type="checkbox"/> Create New Appropriations		

Local:

<input type="checkbox"/> No Local Government Costs		
<input type="checkbox"/> Indeterminate		
1. <input type="checkbox"/> Increase Costs	3. <input type="checkbox"/> Increase Revenue	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
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	
2. <input type="checkbox"/> Decrease Costs	4. <input type="checkbox"/> Decrease Revenue	
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Nate Yahn (608) 266-6479	Authorized Signature Stephanie LaSage (608) 267-3703	Date 10/4/2013
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Fiscal Estimate Narratives

DOT 10/4/2013

LRB Number	13s0128/1	Introduction Number	ASA1- AB0389	Estimate Type	Supplemental
Description Maximum speed limit on freeways and expressways					

Assumptions Used in Arriving at Fiscal Estimate

Assembly Substitute Amendment 1 (LRB s0128/1) to AB 389, would raise the maximum allowable speed limit on Interstate Highways from 65 miles per hour (mph) to 70 mph. The higher limit would not be effective until the Department posts the limit on official signs. The Department is directed to post the signs within six months of the effective date of this bill.

The bill would not change the Department's authority to maintain a lower speed limit on segments of the Interstate Highway System where the current posted speed limit is less than 65 mph.

For the purposes of this fiscal estimate, it is assumed the Department would increase the posted speed limit to 70 mph on every mile of the Interstate Highway System that is currently posted at 65 mph.

There are two component costs to replace a freeway speed limit sign:

- (1) The fabrication cost of each freeway speed limit sign (48" x 60") is \$135.00
- (2) The change out process cost. Typical labor charges and fleet mileage costs for county highway department personnel and vehicles is \$100.00 per sign.

It is assumed that sign posts will not have to be replaced. Therefore, no costs are estimated for holes to be dug or for new sign posts.

Cost to change one "65 mph speed limit" Interstate Highway sign:

$$135 + 100 = \$235/\text{sign}$$

Total cost to change all 311 Interstate Highway "65 mph speed limit":

$$311 \times \$235 = \$73,085$$

At the time of the conversion of US 41 to an Interstate Highway, 88 additional "65 mph speed limit" signs would need to be changed:

$$88 \times \$235 = \$20,680$$

This bill also directs the department to submit a report within one year to the appropriate standing committees of the legislature, as determined by the Speaker of the Assembly and the President of the Senate, on the safety and suitability of a 70 mph speed limit on expressways and freeways that are not part of the national system of Interstate Highways.

To determine the safety of 70 mph on freeways and expressways that are not part of the Interstate Highway System, the Department will incur the cost of a traffic engineering analysis. For the purpose of this estimate, the Department estimates it will cost an additional \$250,000 to complete a study.

Long-Range Fiscal Implications

None.

Fiscal Estimate Worksheet - 2013 Session

Detailed Estimate of Annual Fiscal Effect

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LRB Number 13s0128/1	Introduction Number ASA1-AB0389				
Description Maximum speed limit on freeways and expressways					
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):					
Cost to change one "65 mph speed limit" Interstate Highway sign: \$135 + \$100 = \$235/sign. Total cost to change all 311 "65 mph speed limit" Interstate Highway signs: 311 x \$235 = \$73,085. At the time of the conversion of US 41 to an Interstate Highway, 88 additional "65 mph speed limit" signs would need to be changed: 88 x \$235 = \$20,680. To determine the safety and suitability of 70 mph on freeways and expressways that are not part of the Interstate Highway System, the Department will incur the cost of a traffic engineering analysis, which the Department estimates will cost \$250,000.					
II. Annualized Costs:	Annualized Fiscal Impact on funds from:				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="text-align: center;">Increased Costs</td> <td style="text-align: center;">Decreased Costs</td> </tr> </table>			Increased Costs	Decreased Costs
Increased Costs	Decreased Costs				
A. State Costs by Category					
State Operations - Salaries and Fringes	\$				
(FTE Position Changes)					
State Operations - Other Costs					
Local Assistance					
Aids to Individuals or Organizations					
TOTAL State Costs by Category	\$				
B. State Costs by Source of Funds					
GPR					
FED					
PRO/PRS					
SEG/SEG-S					
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)					
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="text-align: center;">Increased Rev</td> <td style="text-align: center;">Decreased Rev</td> </tr> </table>			Increased Rev	Decreased Rev
Increased Rev	Decreased Rev				
GPR Taxes	\$				
GPR Earned					
FED					
PRO/PRS					
SEG/SEG-S					
TOTAL State Revenues	\$				
NET ANNUALIZED FISCAL IMPACT					
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="text-align: center;"><u>State</u></td> <td style="text-align: center;"><u>Local</u></td> </tr> </table>			<u>State</u>	<u>Local</u>
<u>State</u>	<u>Local</u>				
NET CHANGE IN COSTS	\$				
NET CHANGE IN REVENUE	\$				
Agency/Prepared By	Authorized Signature				
	Date				

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10/4/2013