

X ORIGINAL      □ UPDATED  
□ CORRECTED      □ SUPPLEMENTAL

FISCAL ESTIMATE  
DOA-2048 N(R10/94)

Subject  
Maximum speed limits and travel lanes applicable to trailers and semitrailers in certain counties

Fiscal Effect

State:  No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

X Increase Costs - May be possible to Absorb Within Agency's Budget X Yes      □ No

- Increase Existing Appropriation       Increase Existing Revenues
- Decrease Existing Appropriation       Decrease Existing Revenues
- Create New Appropriation

Decrease Costs

Local:  No local government costs

- |   |   |
|---|---|
| <p>1. X Increase Costs</p> <p style="padding-left: 20px;">X Permissive      <input type="checkbox"/> Mandatory</p> <p>2. <input type="checkbox"/> Decrease Costs</p> <p style="padding-left: 20px;"><input type="checkbox"/> Permissive      <input type="checkbox"/> Mandatory</p> | <p>3. <input type="checkbox"/> Increase Revenues</p> <p style="padding-left: 20px;"><input type="checkbox"/> Permissive      <input type="checkbox"/> Mandatory</p> <p>4. <input type="checkbox"/> Decrease Revenues</p> <p style="padding-left: 20px;"><input type="checkbox"/> Permissive      <input type="checkbox"/> Mandatory</p> |
|---|---|

5. Types of Local Governmental Units Affected:
- Towns       Villages       Cities
- X Counties       Others \_\_\_\_\_
- School Districts       WTCS Districts

Fund Sources Affected

GPR    FED    PRO    PRS    SEG    SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

1999 AB 332 would set the maximum speed limit for semitrailers or trailers with a gross weight of more than 3,000 pounds at 50 mph, and require those vehicles to operate only in the right-hand lanes of highways (except for left-turn movements), on interstate highways within any county having a population of 500,000 or more (i.e. Milwaukee County). AB 332 also requires that the Department of Transportation (DOT) install new signs indicating the new speed limits.

Issues:

- 1) The interstate highway system within Milwaukee County is patrolled by the Milwaukee County Sheriff's Office, not officers of the Wisconsin State Patrol. Thus, there will be no additional enforcement costs to the State Patrol if AB 332 is enacted. However, it is impossible to determine what additional enforcement costs, if any, would be incurred by the Milwaukee County Sheriff's Office if policy changes were made within the Sheriff's Office regarding increased enforcement related to enactment of AB 332.
- 2) The installation of new speed limit signs and right-lane signs required to implement AB 332 would cost approximately \$70,000. This cost would have to be met through a reallocation of existing appropriation of funds to Milwaukee County. There are 68 interchanges in Milwaukee Co., each requiring 1 speed limit and 1 right lane sign installation in each direction:
 

(68 interchanges) x (4 signs/interchange) x (\$250 material & labor cost/sign) =	\$68,000
related engineering costs =	\$12,000
existing 25 miles already posted at 50 mph =	(\$10,000)
	\$70,000
- 3) Additional structural wear on right-hand lanes due to increased constant semitrailer and trailer travel is impossible to estimate.

Long-Range Fiscal Implications

Unknown

Agency/Prepared by: (Name & Phone No.)  
DOT / State Patrol / Lorelee Brumund 267-3622

Authorized Signature/Telephone No.  
for Daniel McGuire 267-7305  
*[Signature]*

Date  
May 16, 1999

# FISCAL ESTIMATE WORKSHEET

1999 Session

Detailed Estimate of Annual Fiscal Effect  
DOA-2047 (R10/94)

ORIGINAL     UPDATED  
 CORRECTED      
SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.  
AB 332 / LRB-1997 / 3

Amendment No.

Subject  
Maximum speed limits and travel lanes applicable to trailers and semitrailers in certain counties

I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):  
\$ 70,000

II. Annualized Costs:		Annualized Fiscal impact on State funds from:	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
State Operations - Salaries and Fringes		\$ 0	\$ 0 -
(FTE Position Changes)		( FTE)	(- FTE)
State Operations - Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
TOTAL State Costs by Category		\$ 0	\$ 0 -
<b>B. State Costs by Source of Funds</b>		Increased Costs	Decreased Costs
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
<b>III. State Revenues -</b> Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)		Increased Rev.	Decreased Rev.
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$ 0	\$ 0 -

## NET ANNUALIZED FISCAL IMPACT

STATE

LOCAL

NET CHANGE IN COSTS                      \$ unknown                      \$ unknown  
NET CHANGE IN REVENUES                      \$ 0                      \$ 0

Agency/Prepared by: (Name & Phone No.)  
DOT / State Patrol / Lorelee Brumund 267-3622

Authorized Signature/Telephone No.  
Daniel McGuire 267-7305  
*Daniel McGuire*

Date  
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