

ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

FISCAL ESTIMATE
DOA-2048 N(R10/94)

Subject
Nitrogen oxide emission reduction restrictions

Fiscal Effect
State: No State Fiscal Effect
Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.
 Increase Existing Appropriation Increase Existing Revenues
 Decrease Existing Appropriation Decrease Existing Revenues
 Create New Appropriation
 Increase Costs - May be possible to Absorb Within Agency's Budget Yes No
 Decrease Costs

Local: No local government costs
1. Increase Costs Permissive Mandatory
2. Decrease Costs Permissive Mandatory
3. Increase Revenues Permissive Mandatory
4. Decrease Revenues Permissive Mandatory
5. Types of Local Government Units Affected:
 Towns Villages Cities
 Counties WTCS Districts
 School Districts Others

Fund Sources Affected GPR FED PRO PRS SEG SEG-S
Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

SUMMARY OF BILL This bill includes a section which prohibits the Department of Natural Resources from restricting nitrogen oxide emissions in 25 northwestern Wisconsin counties to meet nitrogen oxide emission reduction requirements for controlling ozone in another state. The section further prohibits the Department from requiring more stringent nitrogen oxide reductions on electric utilities in the remainder of the state or on sources defined by USEPA as large industrial core sources anywhere in the state.

FISCAL IMPACT- It is assumed that if this bill is adopted, the Department may need to regulate nitrogen oxide emissions from smaller industrial and institutional boilers and/or reduce such emissions from motor vehicles by requiring repairs on vehicles that are identified as having high nitrogen oxide emissions in the motor vehicle inspection and maintenance program in southeastern Wisconsin.

The inspection and maintenance program already tests vehicles for nitrogen oxide emissions. The costs for this testing are already part of the existing contract. While it is assumed that citizens that must repair their vehicles will incur a cost, it is assumed that most vehicles in state and local government fleets, being relatively new vehicles and being relatively well maintained, will not have a significant need for additional repair.

State and local governments do own some medium sized boilers. Most of these boilers have relatively few nitrogen oxide emissions. It is assumed that most of the medium boiler nitrogen oxide emission reductions, if required, would come from boilers owned by the private sector.

Long-Range Fiscal Implications

Agency	Prepared By	Phone No.	Authorized Signature	Phone No.	Date
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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.	Amendment No.
99-3150/3	SB 196

Subject
Nitrogen oxide emission reduction restrictions

I. One-Time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):

II. Annualized Costs: A. State Costs by Category	Annualized Fiscal impact on State funds from:	
	Increased Costs	Decreased Costs
State Operations - Salaries and Fringes		
(FTE Position Changes)		
State Operations - Other Costs		
Local Assistance		
Aids to Individuals or Organizations		
TOTAL State Costs by Category	\$0	\$0

B. State Costs by Source of Funds	Annualized Fiscal impact on State funds from:	
	Increased Costs	Decreased Costs
GPR		
FED		
PRO/PRS		
SEG/SEG-S		

III. State Revenues: <small>Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)</small>	Annualized Fiscal impact on State funds from:	
	Increased Rev.	Decreased Rev.
GPR Taxes		
GPR Earned		
FED		
PRO/PRS		
SEG/SEG-S		
TOTAL State Revenues	\$0	\$0

NET ANNUALIZED IMPACT

	STATE	LOCAL
NET CHANGE IN COSTS	\$0	\$0
NET CHANGE IN REVENUES	\$0	\$0

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