

Fiscal Estimate - 2005 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 05-2337/1	Introduction Number AB-209
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Subject
 Ronald Reagan Highway

Fiscal Effect

State:

No State Fiscal Effect
 Indeterminate
 Increase Existing Appropriations
 Increase Existing Revenues
 Decrease Existing Appropriations
 Decrease Existing Revenues
 Create New Appropriations

Increase Costs - May be possible to absorb within agency's budget
 Yes No
 Decrease Costs

Local:

No Local Government Costs
 Indeterminate

1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input 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 type="checkbox"/> WTCS Districts
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenue <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 type="checkbox"/> SEG <input checked="" type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Richard Moss (608) 267-7830	Authorized Signature Carol Buckmaster (608) 267-6979	Date 3/24/2005
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Fiscal Estimate Narratives

DOT 3/24/2005

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Subject Ronald Reagan Highway		

Assumptions Used in Arriving at Fiscal Estimate

The obligation to mark the route would be accomplished consistent with traffic sign standards adopted under Wisconsin law. One sign will be placed on the right-of-way in each direction of travel directing travelers to an off-road marker along the route. The two signs on the right-of-way are type II (4'x6' plywood on a wood post). Each Type II sign, post, installation, and fleet/auxiliary equipment charges are \$350 per installed sign. The off-road marker is \$1500 installed. Assume an acceptable public location for the marker could be found at no cost to the department (with adequate parking and no new maintenance obligation). Therefore:

84.1034 2 signs on the right-of-way with installation are \$700 and the marker (including installation) in an existing public space (wayside, public park, or other public area) is \$1500.

Total initial cost is therefore \$2200. Typically, there is a 10% overhead cost per year to deal with signs on the right-of-way that are knocked down, vandalized, or damaged by weather. This would also include administrative costs to deal with the signs. Assuming a 3% inflation rate for construction/maintenance, these costs for the two signs on the right-of-way would be \$60 by the end of the first year to \$142 in the tenth year. The total overhead cost summed for all ten years would be \$956. The marker in the rest area is more durable and does not have annual maintenance costs associated with it. This then is an estimate of the maintenance contributions needed for the signs. The signs and markers would be removed at the end of their useful life unless contributed funds are available to replace them. Costs could be significantly higher, requiring greater contributions, if an adequate location is not available.

Long-Range Fiscal Implications

With normal wear, signs must be replaced every 10 years. If it is assumed that the inflation rate for construction/maintenance averages 3% per year, the cost to replace the two signs on the right-of-way at that time will be \$940.74. The marker in the rest area is more durable and is unlikely to need to be replaced after 10 years. The assumption is that contributions would be required in order for signs to be maintained. In addition, if this naming of highways and bridges encourages legislation without private funding, the cost implications would go far beyond this long-range estimate.

Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

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Subject			
Ronald Reagan Highway			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
The legislation specifies that all costs for the required signs and marker and their installation are to come from private funding.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$0	
(FTE Position Changes)			
State Operations - Other Costs		2,200	
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$2,200	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S (2200)		2,200	
III. State Revenues - 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 (2200)		2,200	
TOTAL State Revenues		\$2,200	\$
NET ANNUALIZED FISCAL IMPACT			
		State	Local
NET CHANGE IN COSTS		\$2,200	\$0
NET CHANGE IN REVENUE		\$2,200	\$0
Agency/Prepared By		Authorized Signature	Date
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