

### Fiscal Estimate - 2007 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> <b>07-4152/1</b>	<b>Introduction Number</b> <b>SB-530</b>
<b>Description</b> The use of traffic control photographic systems to monitor intersections, imposing liability on the owners of vehicles involved in traffic control signal violations, 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 checked="" type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease 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"/> Decrease Costs
<b>Local:</b>	
<input type="checkbox"/> No Local Government Costs <input checked="" 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 type="checkbox"/> Decrease 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	
<b>Fund Sources Affected</b>	
<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	
<b>Affected Ch. 20 Appropriations</b>	
<b>Agency/Prepared By</b>	<b>Authorized Signature</b>
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<b>Date</b>	
3/4/2008	

**Fiscal Estimate Narratives**  
**DOT 3/4/2008**

LRB Number <b>07-4152/1</b>	Introduction Number <b>SB-530</b>	Estimate Type <b>Original</b>
<b>Description</b> The use of traffic control photographic systems to monitor intersections, imposing liability on the owners of vehicles involved in traffic control signal violations, and providing a penalty		

**Assumptions Used in Arriving at Fiscal Estimate**

2007 Senate Bill 530 allows the governing body of a municipality or county to enact a traffic ordinance that permits the use of a traffic control photographic systems (TCPS) on highways under the jurisdiction of the county, city, village, or town to detect and identify motor vehicles that fail to stop at red light traffic signals at intersections. Under this bill, red-light running camera violations are treated like non-moving traffic violations - i.e. parking tickets.

Unpaid non-moving traffic violations can result in registration suspension or refusal of registration of a vehicle. The Traffic Violation and Registration Program (TVRP) exists pursuant to sections 341.10(7) and 341.10(7m), and s. 345.28, Wis. Stats, and Chapter Trans 128, Wis. Adm. Code, and requires that the department suspend or refuse registration of a vehicle when the court has notified the department that a judgment for a nonmoving traffic violation has been entered against the applicant and remains unpaid, or an authority has notified the department that a parking citation has been issued against the applicant and remains unpaid or the applicant has not appeared in court to respond to the citation. By statute under the TVRP program for non-moving traffic violations, DOT establishes the charge to each participating municipality based on DOT's costs. Currently, each case processed electronically costs the Department of Motor Vehicles (DMV) about \$2.50 and the Transportation Fund receives \$2.50 from the municipality. Each case processed manually costs DMV about \$5.00 and the Transportation Fund receives \$5.00 from the municipality. Since this violation is new and the public would be unaccustomed to its registration sanctions, DMV's costs will be greater, the fee charged to municipalities will be higher, and the revenue to the Transportation Fund will be greater. Revenue and cost will offset, although the cost will occur in DMV's appropriation and the revenue will be deposited in the Transportation Fund and not appropriated for DMV's use.

Manual processing of TVRP cases is needed for all cases other than the City of Milwaukee's.

Based on DMV staffing studies, DMV estimates that manual processing and responding to phone calls for this new violation, would require about 16 minutes per case. One FTE can process about 6,500 cases in a year's time. The number of FTE positions depends on the volume and proportion (electronic vs. manual) of unpaid red-light running tickets.

**Local Fiscal Effect:**

The local fiscal impact is indeterminate.

There are many factors to take into account when considering the fiscal impact on a local basis, including:

1. The type of contract that the municipality would enter into – contractual terms vary from the city purchasing, installing, and maintaining equipment, to leasing the equipment for a flat fee or giving the TCPS company a percentage of the adjudicated tickets that are paid.
2. The number of intersections in which a municipality would install TCPS.
3. The number of officers employed by the county, village, or town to fulfill the requirement that an officer review and issue traffic citations generated through TCPS.
4. The non-payment rate of violators.
5. Whether the municipality reports TVRP cases electronically to the DMV.

**Long-Range Fiscal Implications**

Indeterminate.