

### Fiscal Estimate - 2019 Session

Original                     
  Updated                     
  Corrected                     
  Supplemental

<b>LRB Number</b> <b>19-0400/1</b>	<b>Introduction Number</b> <b>SB-404</b>
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**Description**  
 overweight permits for vehicles or vehicle combinations with six or more axles

**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 type="checkbox"/> Yes <input checked="" 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	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"/> Indeterminate		
1. <input type="checkbox"/> Increase Costs	3. <input type="checkbox"/> Increase Revenue	
<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	

<b>Fund Sources Affected</b>	<b>Affected Ch. 20 Appropriations</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>Agency/Prepared By</b> DOT/ David Hunt (608) 261-6121	<b>Authorized Signature</b> Joan Meier (608) 267-6978	<b>Date</b> 11/11/2019
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## Fiscal Estimate Narratives

DOT 11/11/2019

LRB Number	<b>19-0400/1</b>	Introduction Number	<b>SB-404</b>	Estimate Type	<b>Original</b>
<b>Description</b> overweight permits for vehicles or vehicle combinations with six or more axles					

### Assumptions Used in Arriving at Fiscal Estimate

The proposal calls for the creation of a permit allowing 91,000 pounds on a six-axle vehicle combination (example, tractor trailer).

WisDOT's analysis looked at increasing the permitting unit staff and updating the Weigh in Motion technology to accommodate this new weight class. Additionally, the department analyzed the potential effects of 91,000-pound six-axle vehicle combinations. The permit authorized under this bill applies only to vehicle combinations, but it should be noted there is some ambiguity in the proposal about single vehicles. Single vehicles at this weight would be highly detrimental, whereas vehicle combinations with longer axle spacing would have a neutral to slightly beneficial impact on infrastructure compared to the standard 80,000-pound five-axle rigs currently on the road.

### Long-Range Fiscal Implications

There would be an estimated one-time cost of \$500,000 to reprogram WIM at 16 locations.

Ongoing costs of \$335,000 would be needed to pay for salary/overhead and equipment for four additional permitting staff.

## Fiscal Estimate Worksheet - 2019 Session

Detailed Estimate of Annual Fiscal Effect

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> <b>19-0400/1</b>	<b>Introduction Number</b> <b>SB-404</b>	
<b>Description</b> overweight permits for vehicles or vehicle combinations with six or more axles		
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>		
There would be an estimated one-time cost of \$500,000 to reprogram Weigh in Motion (WIM) technology at 16 locations. Those costs are based on historic pricing.		
<b>II. Annualized Costs:</b>	<b>Annualized Fiscal Impact on funds from:</b>	
	Increased Costs      Decreased Costs	
<b>A. State Costs by Category</b>		
State Operations - Salaries and Fringes	\$335,000	\$
(FTE Position Changes)	(4.0 FTE)	
State Operations - Other Costs		
Local Assistance		
Aids to Individuals or Organizations		
<b>TOTAL State Costs by Category</b>	<b>\$335,000</b>	<b>\$</b>
<b>B. State Costs by Source of Funds</b>		
GPR		
FED		
PRO/PRS		
SEG/SEG-S	335,000	
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)</b>		
	Increased Rev	Decreased Rev
GPR Taxes	\$	\$
GPR Earned		
FED		
PRO/PRS		
SEG/SEG-S		
<b>TOTAL State Revenues</b>	<b>\$</b>	<b>\$</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>		
	<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS	\$335,000	\$
NET CHANGE IN REVENUE	\$	\$
<b>Agency/Prepared By</b>	<b>Authorized Signature</b>	<b>Date</b>
DOT/ David Hunt (608) 261-6121	Joan Meier (608) 267-6978	11/11/2019