

### Fiscal Estimate - 2021 Session

Original       Updated       Corrected       Supplemental

LRB Number **21-5731/1**      Introduction Number **AB-0926**

**Description**  
traffic control signal priority devices for snow removal vehicles

**Fiscal Effect**

**State:**

- No State Fiscal Effect
- Indeterminate
  - Increase Existing Appropriations
  - Decrease Existing Appropriations
  - Create New Appropriations
- Increase Existing Revenues
- Decrease Existing Revenues
- Increase Costs - May be possible to absorb within agency's budget
  - Yes       No
- Decrease Costs

**Local:**

- No Local Government Costs
  - Indeterminate
    - 1.  Increase Costs      3.  Increase Revenue
    - Permissive  Mandatory       Permissive  Mandatory
    - 2.  Decrease Costs      4.  Decrease Revenue
    - Permissive  Mandatory       Permissive  Mandatory
5. Types of Local Government Units Affected
- Towns       Village       Cities
  - Counties       Others      0
  - School Districts       WTCS Districts

**Fund Sources Affected**

GPR     FED     PRO     PRS     SEG     SEGS

**Affected Ch. 20 Appropriations**

**Agency/Prepared By**

DOT/ Peter Pavich (608) 266-1876

**Authorized Signature**

Joan Meier (608) 267-6978

**Date**

2/2/2022

**Fiscal Estimate Narratives****DOT 2/2/2022**

LRB Number	<b>21-5731/1</b>	Introduction Number	<b>AB-0926</b>	Estimate Type	<b>Original</b>
<b>Description</b>					
traffic control signal priority devices for snow removal vehicles					

**Assumptions Used in Arriving at Fiscal Estimate**

This bill allows the Department to install signal priority devices on traffic signals for snowplows. The cost of this equipment is \$5,000 per intersection. This cost assumes there is no existing signal preemption equipment in place for emergency vehicles which are already allowed to use preemption devices under state law. If existing preemption equipment for emergency vehicles is in place the cost to upgrade to allow for snowplow priority is \$2,500. There are approximately 1,060 state-owned traffic signals statewide. Of those the Department estimates that 486 will require a full install at \$5,000 per intersection for a cost of \$2,430,000. The remaining 574 state-owned traffic signals already have some preemption equipment in place for emergency vehicles, so those will require an upgrade at \$2,500 per intersection for a cost of \$1,435,000.

In addition to the equipment on the traffic signals themselves, the county snowplows will need to have signal priority equipment installed on them. The cost of this equipment is \$1,400 per truck inclusive of installation costs. The Department assumes that each of the 486 plow routes has one truck assigned to it giving a total cost of the truck mounted equipment of \$680,400.

Finally, there would be costs to train drivers on the use of signal priority devices. The Department estimates that development of training materials and providing training sessions in every region of the state would cost approximately \$20,000.

The above costs assume that all state-owned intersections and county snowplows used on state routes would receive this new signal priority equipment. It is more likely that some number of signals and county trucks would not need this equipment due to location and traffic volumes at a given intersection. However, the Department has no clear way of estimating what the actual number of intersections and snowplows that will receive this equipment will be at this time.

**Long-Range Fiscal Implications**

There will likely be some costs associated with maintaining the traffic signal priority equipment. Those costs are indeterminate at this time and will depend on the number of intersections and snowplows equipped with signal priority devices. Finally, these devices typically last between 10 and 15 years and would be replaced under normal lifecycle replacement.