

Fiscal Estimate - 2021 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 21-4686/1	Introduction Number SB-755	
Description use of tire deflation devices on certain state highway exit ramps		
Fiscal Effect		
State: <input type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Increase Existing Revenues <input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Decrease Existing Revenues <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Create New Appropriations <input type="checkbox"/> Decrease Costs		
Local: <input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate 1. <input type="checkbox"/> Increase Costs 3. <input type="checkbox"/> Increase Revenue 5. Types of Local Government Units Affected <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Towns <input type="checkbox"/> Villages <input type="checkbox"/> Cities 2. <input type="checkbox"/> Decrease Costs 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts		
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 type="checkbox"/> SEGS		
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Fiscal Estimate Narratives

DOT 1/20/2022

LRB Number	21-4686/1	Introduction Number	SB-755	Estimate Type	Original
Description use of tire deflation devices on certain state highway exit ramps					

Assumptions Used in Arriving at Fiscal Estimate

This bill requires the Department to install tire deflation devices when constructing or reconstructing exit ramps on controlled-access highways, which includes the national system of interstate and defense highways and state trunk highways. The bill would circumvent federal standards for traffic control devices, which would put portions of the Department's federal funding for projects in jeopardy.

The Department's costs are indeterminate at this time. The department interprets "tire deflation device" to mean a tire spike strip. There would be costs associated with purchasing, installing, and maintaining the equipment, as well as potential costs for signage, but these costs are unknown at this time as there is no commercially available tire spike strip that has been designed for permanent installation on roadways with speeds greater than five miles per hour. Thus, there is currently no tire spike strip that complies with the federal Manual of Uniform Traffic Control Devices (MUTCD). Full compliance with the MUTCD is required in order to receive any federal funding on projects. If federal funding were withheld due to the installation of non-compliant devices, the state would be required to fund 100 percent of projects that included the non-compliant installations.

Highway maintenance and emergency response vehicles also regularly access the highway going the incorrect direction on exit ramps for emergency response, and the Department would be responsible for damage to its and its contractors', often highly specialized, vehicles. Snow removal equipment must back up frequently and the Department could be liable for its contracted equipment damaged or rendered inoperable when backing over the tire spike strip.

Long-Range Fiscal Implications

The costs identified above would continue as long as the non-compliant devices are installed on the roadways.