

Fiscal Estimate - 2023 Session

☒ Original
 ☐ Updated
 ☐ Corrected
 ☐ Supplemental

LRB Number 23-2127/1	Introduction Number SB-0107	
Description the use of automated speed enforcement systems and traffic control photographic systems in a first class city and providing a penalty		
Fiscal Effect State: <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations </div> <div style="width: 30%;"> <input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues </div> <div style="width: 30%;"> <input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <div style="display: flex; justify-content: space-between;"> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No </div> <input type="checkbox"/> Decrease Costs </div> </div> Local: <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <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 </div> <div style="width: 30%;"> 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 </div> <div style="width: 30%;"> 5. Types of Local Government Units Affected <div style="display: flex; flex-wrap: wrap;"> <div style="width: 33%;"><input type="checkbox"/> Towns</div> <div style="width: 33%;"><input type="checkbox"/> Village</div> <div style="width: 33%;"><input type="checkbox"/> Cities</div> <div style="width: 33%;"><input type="checkbox"/> Counties</div> <div style="width: 33%;"><input type="checkbox"/> Others</div> <div style="width: 33%;"><input type="checkbox"/> School Districts</div> <div style="width: 33%;"><input type="checkbox"/> WTCS Districts</div> </div> </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> Fund Sources Affected <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 </div> <div> Affected Ch. 20 Appropriations 20.395(5)(cq) & (5)(dq) </div> </div>		
Agency/Prepared By DOT/ John Gilchrist (608) 266-7135	Authorized Signature Tjuana Loggins (608) 267-0261	Date 4/11/2023

Fiscal Estimate Narratives

DOT 4/11/2023

LRB Number	23-2127/1	Introduction Number	SB-0107	Estimate Type	Original
Description the use of automated speed enforcement systems and traffic control photographic systems in a first class city and providing a penalty					

Assumptions Used in Arriving at Fiscal Estimate

Under this bill costs for implementation and maintenance are currently indeterminate. It is unknown how many signs would be required to implement this bill, and how the city of Milwaukee would approach the process. It is estimated that the cost of one sign is approximately \$170, but the other associated costs cannot be determined by the Department of Transportation. These unknown costs would be local.

The implementation of this bill would trigger Federal reporting requirements for Section 402 grants, per 23 C.F.R. 1300.13(d), requiring the Department of Transportation – Division of State Patrol to conduct a statewide biennial survey of automated cameras used to monitor speed and red-light violations until federal fiscal year 2024 when the requirement will expire. This survey is submitted to the National Highway Traffic Safety Administration (NHTSA). The personnel costs of this work are negligible and can be absorbed by the Department.

Information technology (IT) changes needed to implement this bill would cost approximately \$156,500 and require 6 months to complete. The IT changes would allow for these new tickets to automatically connect to existing systems and update things, such as the number of points on an individual's license and/or suspend the violator's license. These expenses are one-time costs but cannot be absorbed by the Division of Motor Vehicles' existing operating appropriation, s. 20.395(5)(cq).

Long-Range Fiscal Implications

To maintain compliance with NHTSA reporting requirements, the Department of Transportation – Division of State Patrol will have to conduct and report the results of a survey of automated cameras used to monitor speed and red-light violations on a biennial basis. The Department could absorb this cost.

Fiscal Estimate Worksheet - 2023 Session

Detailed Estimate of Annual Fiscal Effect

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LRB Number 23-2127/1	Introduction Number SB-0107	
Description the use of automated speed enforcement systems and traffic control photographic systems in a first class city and providing a penalty		
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): The IT changes needed to implement this bill would cost approximately \$156,500 and require 6 months to complete. The IT changes would allow for these new tickets to automatically connect to existing systems and update such things as the number of points on an individual's license and/or suspend the violator's license.		
II. Annualized Costs:	Annualized Fiscal Impact on funds from:	
	Increased Costs	Decreased Costs
A. State Costs by Category		
State Operations - Salaries and Fringes	\$	\$
(FTE Position Changes)		
State Operations - Other Costs		
Local Assistance		
Aids to Individuals or Organizations		
TOTAL State Costs by Category	\$	\$
B. State Costs by Source of Funds		
GPR		
FED		
PRO/PRS		
SEG/SEG-S		
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		
TOTAL State Revenues	\$	\$
NET ANNUALIZED FISCAL IMPACT		
	<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS	\$	\$
NET CHANGE IN REVENUE	\$	\$

Agency/Prepared By	Authorized Signature	Date
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