

### Fiscal Estimate - 2013 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> <b>13-2732/1</b>	<b>Introduction Number</b> <b>AB-0278</b>
<b>Description</b> Definition of common motor carrier	
<b>Fiscal Effect</b>	
<b>State:</b> <input type="checkbox"/> No State Fiscal Effect <input checked="" type="checkbox"/> Indeterminate <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="checkbox"/> Increase Existing Appropriations  <input type="checkbox"/> Decrease Existing Appropriations  <input type="checkbox"/> Create New Appropriations                 </div> <div style="width: 30%;"> <input checked="" type="checkbox"/> Increase Existing Revenues  <input type="checkbox"/> Decrease Existing Revenues                 </div> <div style="width: 30%;"> <input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget  <div style="display: flex; justify-content: space-around; font-size: small;"> <input type="checkbox"/> Yes      <input type="checkbox"/> No                     </div> <input type="checkbox"/> Decrease Costs                 </div> </div>	
<b>Local:</b> <input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">                     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  <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                 </div> </div>	
<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/ Zachary Wyatt (608) 266-0403	<b>Authorized Signature</b> Stephanie LaSage (608) 267-3703
<b>Date</b> 8/15/2013	

## Fiscal Estimate Narratives

DOT 8/15/2013

LRB Number	13-2732/1	Introduction Number	AB-0278	Estimate Type	Original
<b>Description</b> Definition of common motor carrier					

### Assumptions Used in Arriving at Fiscal Estimate

Wisconsin's definition of a common carrier--excluding taxicabs and car pool or van pool vehicles with a passenger carrying capacity of less than 16 persons--is not compatible with the exceptions and definitions found in 49 CFR 390.3(f)(6)(i) and (ii), and 395.5. This bill would change the exception from 16 to 8 persons, making Wisconsin law compliant with federal regulations.

This change is necessary to maintain Federal Motor Carrier Safety Administration funding for Wisconsin's Motor Carrier Enforcement Program. That funding is currently estimated to be \$4.5 million from two federal grants: the MCSAP Basic and Incentive Grant, and the MCSAP New Entrant Program Grant. The latter grant funds, in part or in full, fund 124 State Patrol sworn and civilian employees (28 FTE) to conduct motor carrier enforcement activities. The funds also pay for equipment, supplies, training, travel, and other activities that support motor carrier enforcement. The loss of these funds would effectively eliminate Wisconsin's motor carrier enforcement program.

### Long-Range Fiscal Implications

Motor fuel, diesel fuel and alternative fuel sold to common motor carriers engaged in urban mass transportation of passengers (10 passengers minimum) is exempt from motor fuel tax. Because this bill increases the number of common motor carriers by expanding the class to include 8-16 passenger vehicles, this bill will result in an indeterminate reduction of motor fuel tax revenues. For example, 12-passenger vans would be considered common motor carriers and could qualify for the motor fuel tax exemptions for qualified operations.

Common motor carriers of passengers are required to pay a one-time \$50 fee for authority to operate, and a \$5 annual permit fee per vehicle. Because this bill increases the number of potential common motor carriers, this bill will result in an indeterminate increase in authority revenues collected. For example, 12-passenger vans would become subject to the annual authority fee.