

ADMINISTRATIVE RULES Fiscal Estimate & Economic Impact Analysis

1. Type of Estimate and Analysis

Original Updated Corrected

2. Administrative Rule Chapter, Title and Number

Chapter Trans 300 – Transportation of School Children

3. Subject

8-lamp warning system. (Already in State Statutes 346, 347, and 349)

4. Fund Sources Affected

GPR FED PRO PRS SEG SEG-S

5. Chapter 20, Stats. Appropriations Affected

None

6. Fiscal Effect of Implementing the Rule

No Fiscal Effect Increase Existing Revenues Increase Costs
 Indeterminate Decrease Existing Revenues Could Absorb Within Agency's Budget
 Decrease Cost

7. The Rule Will Impact the Following (Check All That Apply)

State's Economy Specific Businesses/Sectors
 Local Government Units Public Utility Rate Payers
 Small Businesses (if checked, complete Attachment A)

8. Would Implementation and Compliance Costs Be Greater Than \$20 million?

Yes No

9. Policy Problem Addressed by the Rule

Requiring 8-lamp warning system on school buses operated in WI.

10. Summary of the businesses, business sectors, associations representing business, local governmental units, and individuals that may be affected by the proposed rule that were contacted for comments.

Wisconsin School Bus Association, operators of school bus companies and school districts.

11. Identify the local governmental units that participated in the development of this EIA.

None

12. Summary of Rule's Economic and Fiscal Impact on Specific Businesses, Business Sectors, Public Utility Rate Payers, Local Governmental Units and the State's Economy as a Whole (Include Implementation and Compliance Costs Expected to be Incurred)

On or after August 1, 2016, a school bus body manufactured after December 31, 2004, shall be equipped with, in addition to the 4 red warning lights 1 amber warning light shall be installed near each red warning light, at the same level, but closer to the vertical center line of the bus. The system of red and amber warning signal lights shall be wired so that the amber warning lights are activated manually, and the red warning lights are automatically activated, with the amber warning lights being automatically de-activated, when the stop signal arm is extended.

A school bus body manufactured before January 1, 2005, will be grandfathered and will not be required to be equipped with any amber warning lamps. This grandfather provision will benefit small businesses by not requiring this amber lamp to be installed, and saving costs associated with installation on older school buses.

Anticipated costs incurred by private sector: In order to have a better understanding the Division of State Patrol (DSP) asked two school bus dealers in Wisconsin to provide estimates on converting a school bus to an 8-lamp warning system.

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Option 1: To retrofit a school bus with the 8-lamp warning system on a bus that did not have an 8-lamp warning system. Preliminary discussion indicates that less than 10% of the 13,200 school buses registered in the state would be impacted to this extent.

- Mid-State Truck Service:
\$2,420 per bus

- Nelson Bus Service, Inc.
\$1,458.33 per bus

Average = \$1,939.17 per bus

Option 2: To retrofit a school bus that is equipped with the 8-lamp warning system and simply replace the 4 interior red lenses with amber. (This specific provision has been allowed in Wisconsin since 2003 with the anticipation Wisconsin would someday require the 8-lamp “amber” warning system).

- Mid-State Truck Service
\$333 per bus

- Nelson’s Bus Service, Inc.
\$89.90 per bus
Average = \$211.45 per bus

The anticipated cost incurred will depend on the number of school buses in each of the individual fleets and to the extent of modifications necessary to retrofit. Since 2003 DSP has allowed the 8-lamp warning system. In consultation with the Wisconsin School Bus Association a grandfather date was established to allow over 90 percent of the school bus fleet to come into compliance utilizing Option 2.

13. Benefits of Implementing the Rule and Alternative(s) to Implementing the Rule

This rule update will provide for safer transportation of school children by providing a significant increase in pre-warning of a stopping school bus to approaching traffic. This rule also provides clearer understanding of when approaching traffic must actually stop and yield to a school bus. Current rule is often misunderstood, and since Wisconsin is the **only state** utilizing a 4-lamp warning system it can cause confusion to visiting tourists from other states, or worse, if it is a interstate commercial motor vehicle operator.

14. Long Range Implications of Implementing the Rule

As grandfathered school buses are taken out of service, and replaced with the 8-lamp warning system, there is an opportunity for better recognition, understanding and uniformity. This will result in a safer interaction with the traveling motor public.

15. Compare With Approaches Being Used by Federal Government

Federal Government does not regulate school bus transportation.

16. Compare With Approaches Being Used by Neighboring States (Illinois, Iowa, Michigan and Minnesota)

Wisconsin is the last state in the nation to implement the 8-lamp warning system.

17. Contact Name

Captain Brian Ausloos

18. Contact Phone Number

608-709-0070

This document can be made available in alternate formats to individuals with disabilities upon request.

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ATTACHMENT A

1. Summary of Rule's Economic and Fiscal Impact on Small Businesses (Separately for each Small Business Sector, Include Implementation and Compliance Costs Expected to be Incurred)

1. To retrofit a school bus with the 8-lamp warning system on a bus that did not have an 8-lamp warning system.

- Mid-State Truck Service:
\$2,420 per bus

- Nelson Bus Service, Inc.
\$1,458.33 per bus

Average = \$1,939.17 per bus

2. To retrofit a school bus with amber interior lights and or lenses that currently had the 8-lamp warning system but all lights were red. (This specific provision has been allowed in Wisconsin since 2003 with the anticipation Wisconsin would someday require the 8-lamp "amber" warning system.)

- Mid-State Truck Service
\$333 per bus

- Nelson's Bus Service, Inc.
\$89.90 per bus
Average = \$211.45 per bus

Depending on the total fleet of each individual company will determine the actual cost to retrofit all buses in their fleet.

2. Summary of the data sources used to measure the Rule's impact on Small Businesses

Several conversations with the Wisconsin School Bus Association and its Executive Board were conducted. At no time did any small business indicate any financial hardship with this rule change.

3. Did the agency consider the following methods to reduce the impact of the Rule on Small Businesses?

- Less Stringent Compliance or Reporting Requirements
- Less Stringent Schedules or Deadlines for Compliance or Reporting
- Consolidation or Simplification of Reporting Requirements
- Establishment of performance standards in lieu of Design or Operational Standards
- Exemption of Small Businesses from some or all requirements
- Other, describe:

4. Describe the methods incorporated into the Rule that will reduce its impact on Small Businesses

A bus manufactured prior to January 1, 2005, will not be required to be retrofitted with the 8-lamp warning system.

5. Describe the Rule's Enforcement Provisions

All school buses manufactured after December 31, 2004, must have the 8-lamp warning system installed starting August 1, 2016.

6. Did the Agency prepare a Cost Benefit Analysis (if Yes, attach to form)

- Yes No
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