

Fiscal Estimate - 2017 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 17-1924/1	Introduction Number AB-0309
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Description
 creation of a Joint Committee on State Mandates and required funding of state mandates

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
 - 2. Decrease Costs
 - 3. Increase Revenue
 - 4. Decrease Revenue
 - 5. Types of Local Government Units Affected
 - Towns
 - Counties
 - School Districts
 - Village
 - Others
 - WTCS Districts
 - Cities
 - Permissive Mandatory (for items 1-4)

Fund Sources Affected	Affected Ch. 20 Appropriations
<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	

Agency/Prepared By	Authorized Signature	Date
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Fiscal Estimate Narratives

DOT 6/15/2017

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Assumptions Used in Arriving at Fiscal Estimate

The Department of Transportation administers various state mandates as affirmative duties (such as Trans 319, which requires local police to keep records of vehicles towed off private property by private towing companies), or prohibitions (such as Trans 277, which prohibits the storage of highway salt in any manner that fails to protect the waters of the state from harm due to contamination by dissolved chlorides). The Department anticipates cost savings by ceasing enforcement of state mandates that are not funded, though the amount of the savings cannot be determined.

Long-Range Fiscal Implications