

Fiscal Estimate - 2017 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 17-4308/1	Introduction Number SB-437
Description all-terrain vehicle route signage	
Fiscal Effect	
State: <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 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>	
Local: <input type="checkbox"/> No Local Government Costs <input checked="" 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>	
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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Date 10/10/2017	

Fiscal Estimate Narratives

DNR 10/10/2017

LRB Number	17-4308/1	Introduction Number	SB-437	Estimate Type	Original
Description all-terrain vehicle route signage					

Assumptions Used in Arriving at Fiscal Estimate

The bill requires local units of government to erect a sign at each point on a highway where an ATV route begins and at each point where the ATV route intersects a highway that is not part of the route.

Alternatively, it authorizes a local unit of government to designate all highways within its jurisdiction as ATV routes and to erect signs at the entrance to its political subdivision that alert motorists of this designation. If a local unit of government erects signs to this effect, the bill provides that DNR may not require additional signage along the ATV routes.

Fiscal Effect

Currently, the Department of Natural Resources correlates insufficient ATV route signage with confusion for the ATV/UTV operators, confusion for motor vehicle operators, increased instances of illegal roadway operation and trespass complaints. This may be due to a number of factors:

1. ATV operators, operating at highway speeds and unfamiliar with an area, may fail to observe the limited route signs, and therefore be confused as to the direction of the route;
2. ATV operators who observe a route sign may not understand that certain roads within a jurisdiction are closed, because there is no requirement to post ATV-closed signs along non-route roads;
3. ATV operators crossing a jurisdictional boundary may not be aware that they have entered non-route areas, because there is no requirement to post jurisdictional boundaries with route termination signs.

Limitations on ATV route signage may produce additional complaints of unlawful operation, which may require additional law enforcement efforts at an indeterminate cost until the public learns and understands a new signage law.

Although many local governments utilize local ATV clubs to assist with signage costs, the wide variety of route implementations across the state make determination of the fiscal impact on local governments difficult to uniformly assess; therefore, the fiscal impact of this proposal on local governments is indeterminate.

Long-Range Fiscal Implications