

Fiscal Estimate Narratives

DNR 02/20/2002

LRB Number 01-4741/1	Introduction Number AB-782	Estimate Type Original
Subject Electric personal assistive mobility devices		

Assumptions Used in Arriving at Fiscal Estimate

Bill Summary:

This bill creates a new category of device, used to transport a person, called an "electric personal assistive mobility device." An electric personal assistive mobility device is defined as a self-balancing device with two nontandem wheels that is designed to transport only one person and which is equipped with an electric propulsion system that limits the maximum speed of the device to not more than 15 miles per hour. The bill exempts an electric personal assistive mobility device from the definition of "vehicle" for purposes of state transportation laws, except those laws made specifically applicable to electric personal assistive mobility devices. This legislation may allow for electric personal assistive mobility devices to be used on trails throughout the State of Wisconsin.

Fiscal Estimate:

Although the Department has a policy restricting the use of electrically assisted devices on state trails, it is assumed, for the purposes of the fiscal estimate, that the Department would not have the authority to generally restrict access of this new category of device to state trails where bicycles are currently permitted. Therefore, additional costs will be incurred to manage use and user conflicts that are anticipated to occur. Estimated additional costs include:

Additional Signage: Parking Lots, Trail Heads, and Trails: \$56,000 (one-time)

Labor to install signs: \$14,000 (one-time)

Law Enforcement: \$28,000 (on-going)

Brochures & Pamphlets: \$5,000 (one-time) and \$1,000 (on-going)

Website modification: \$1,000 (one-time)

Total Costs: \$105,000. This includes \$76,000 one-time costs and \$29,000 on-going costs.

The state currently has numerous agreements with local government for trail management and maintenance, this estimate does not include the costs that would be incurred by DNR partners, although it is anticipated the costs would be similar.

The state trail system may also realize a decline in revenue due to user conflicts. Past history shows that when motorize vehicles, with increased speed, are introduced to traditional hiking and biking trails, non-motorized use declines. We are unable to estimate the revenue implications at this time.

Signage: 2,800 signs at \$20.00 each = \$56,000

Installation Labor: 30 minutes/sign x 2,800 signs x \$10.00/hour

Law Enforcement: 2 hours per year per mile x 1,400 miles x \$10.00/hour

Brochures & Pamphlets: estimated costs for reprinting trails brochures and pamphlets

Website modification estimates

Long-Range Fiscal Implications

The long range fiscal impacts on the state trails system may be substantial if these vehicles require a hard surface on which to operate. The Bureau of Facilities and Lands determined the cost of paving a mile of trail would be approximately \$58,000. The state trail system current contains 1,400 miles.

Fiscal Estimate Worksheet - 2001 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

LRB Number 01-4741/1		Introduction Number AB-782	
Subject			
Electric personal assistive mobility devices			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
\$76,000 - Signage, installation of signs, informational brochures and pamphlets, and Website modifications			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$28,000	
(FTE Position Changes)			
State Operations - Other Costs		1,000	
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$29,000	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S		29,000	
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		\$29,000	\$
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By		Authorized Signature	Date
DNR/ Joe Polasek (608) 266-2794		Joe Polasek (608) 266-2794	02/20/2002