

Fiscal Estimate — 2001 Session

- Original Updated
 Corrected Supplemental

| | |
|-------------------------|--------------------------------|
| LRB Number 01-1288/2 | Amendment Number if Applicable |
| Bill Number SB58 | Administrative Rule Number |

Subject
 Snowmobile Railroad Crossings

Fiscal Effect

State: No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

- Increase Existing Appropriation Increase Existing Revenues
 Decrease Existing Appropriation Decrease Existing Revenues
 Create New Appropriation

- Increase Costs — May be possible to absorb within agency's budget.
 Yes No
 Decrease Costs

Local: No Local Government Costs

1. Increase Costs
 Permissive Mandatory
 2. Decrease Costs
 Permissive Mandatory

3. Increase Revenues
 Permissive Mandatory
 4. Decrease Revenues
 Permissive Mandatory

5. Types of Local Governmental Units Affected:
 Towns Villages Cities
 Counties Others
 School Districts WTCS Districts

Fund Sources Affected

- GPR FED PRO PRS SEG SEG-S

Affected Chapter 20 Appropriations

NA

Assumptions Used in Arriving at Fiscal Estimate

Bill Summary - This bill makes changes to certain procedures and requirements under current law that apply to snowmobile organizations and to rail authorities that construct or maintain crossings. Current law regulates snowmobile crossings that are not located on a public road. Currently only snowmobile organizations, such as snowmobile clubs, may construct a crossing. In order to construct a crossing, the snowmobile organization must obtain a permit from the Department of Natural Resources

Fiscal Estimate - The Department of Natural Resources has issued a total of 6 permits for the construction of snowmobile railroad crossings since 1993. Clubs requesting a permit may be charged \$150 for the initial application fee. If the permit request is approved, the club must pay the rail authority \$1,500 to compensate for the cost of constructing the crossing and the use of the snowmobile crossing by snowmobile operators.

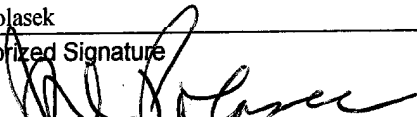
Although the Department does collect the \$150 application fee, there will be no notable fiscal benefit from collection given the history of less than one permit application per year.

It is assumed there will be no measurable increase in workload associated with these applications.

It is also assumed that there are no local government costs associated with these statutory provisions.

Long-Range Fiscal Implications

None

| | | |
|---|---------------------------|---|
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| Authorized Signature  | Telephone No. 266-2794 | Date (mm/dd/ccyy) 02-27-01 |

Fiscal Estimate Worksheet — 2001 Session
 Detailed Estimate of Annual Fiscal Effect

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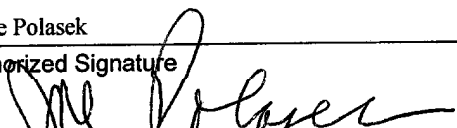
Subject
 Snowmobile Railroad Crossings

One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):

| Annualized Costs: | | Annualized Fiscal Impact on State Funds from: | |
|--|---|---|-------------------|
| | | Increased Costs | Decreased Costs |
| A. State Costs by Category | | | |
| State Operations — Salaries and Fringes | \$ | \$ - | |
| (FTE Position Changes) | (| FTE) | (- FTE) |
| State Operations — Other Costs | | - | |
| Local Assistance | | - | |
| Aids to Individuals or Organizations | | - | |
| Total State Costs by Category | \$ | 0 | \$ - 0 |
| B. State Costs by Source of Funds | | Increased Costs | Decreased Costs |
| GPR | \$ | \$ - | |
| FED | | - | |
| PRO/PRS | | - | |
| SEG/SEG-S | | - | |
| State Revenues | Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.) | Increased Revenue | Decreased Revenue |
| GPR Taxes | \$ | \$ - | |
| GPR Earned | | - | |
| FED | | - | |
| PRO/PRS | | - | |
| SEG/SEG-S | | - | |
| Total State Revenues | \$ | 0 | \$ - 0 |

Net Annualized Fiscal Impact

| | <u>State</u> | <u>Local</u> |
|------------------------|--------------|--------------|
| Net Change in Costs | \$ 0 | \$ 0 |
| Net Change in Revenues | \$ 0 | \$ 0 |

| | | |
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