

Fiscal Estimate Narratives
DOT 02/01/2002

LRB Number	01-4363/2	Introduction Number	SB-393	Estimate Type	Original
Subject					
Electric personal assistive mobility devices					

Assumptions Used in Arriving at Fiscal Estimate

2001 Senate Bill 393 creates a category for a new device designed to transport people, called an "electric personal assistive mobility device."

There will be no fiscal impact on the DOT with the enactment of SB 393. However, there may be increased costs for local units of government. These costs would be for the replacement of existing signs of the roadway that prohibit the use of certain vehicles. The enactment of this bill would allow municipalities to prohibit the operation of these electric personal assistive mobility devices on some roadways, similar to the prohibition of bicycles and other vehicles on certain roadways. Therefore, new signage may be need to include the devices defined in this bill.

Although exact costs to locals is unknown, the following are estimations:

The department estimates that there is 5000 miles of village and city streets where the speed limit is 30 miles per hour or more. At one sign per mile (in both directions), there is an estimated 10,000 signs that would need replacing. The producing and installation of a new sign is estimated to be \$100. Therefore, the fiscal impact of SB 393 on statewide local government is approximately \$1,000,000. As stated, this figure is statewide; individual municipality costs would be just a fraction of this total.

Long-Range Fiscal Implications

In addition to replacing signage, there would be annual costs for maintenance of the signs. Presuming that the life of an average sign is 10 years, the additional costs for annual maintenance would be about \$100,000 per year.