



## Fiscal Estimate Narratives

DOT 10/24/2007

LRB Number	07-2804/1	Introduction Number	SB-279	Estimate Type	Original
<b>Description</b> Attractions displayed on highway specific information signs					

### Assumptions Used in Arriving at Fiscal Estimate

The number of intersections or interchanges that have eligible attractions, or that would not have space available for attractions logo panels, is expected to account for 90% of the SIS program intersections. Only about 50 intersections would be affected.

The change in eligibility for the "attractions" category would be implemented using procedures for the existing program. The contract service provider incurs the capital and operating costs that are recovered through charges to businesses participating in the program. As the change would increase the number of applications and the geographic range of service, it would impact the number of contacts. Minor modifications may be required to the Department's contract with the service provider. It is assumed these modifications would not have a fiscal impact to the state.

Permits fees received from the contract service provider for signs under this program roughly approximate the department's costs related to the program.

The legislation would increase the universe of eligible attractions and increase the number of applications or requests for participation, but it is unlikely to result in a significant increase in the number of attractions signs as a result of limitations on sign opportunities. The number of additional eligible attractions is indeterminate. The net financial impact on the program would be nominal.

Assume it would allow participation of attractions having greater public appeal than if eligibility were limited to the current 5 mile maximum distance from the intersection or interchange. The change may allow for deriving more overall benefit to the state's tourism industry assuming the change allows for selection of attractions that have greater appeal to travelers despite the location being more removed from the SIS route.

At the legislative hearing on the identical companion bill, AB-465, the department presented information on problems with that bill.

### Long-Range Fiscal Implications

Since it is assumed that the applicability and participation with this change in the program will be rather limited, it is not expected to have significant long-range fiscal implications.

## Fiscal Estimate Worksheet - 2007 Session

Detailed Estimate of Annual Fiscal Effect

Original     
  Updated     
  Corrected     
  Supplemental

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<b>Description</b> Attractions displayed on highway specific information signs			
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>			
One-time costs include contract modifications, and changes to program information provided to the public and program applicants. These costs are relatively modest and may be absorbed if adequate time is allowed to accomplish the changes.			
<b>II. Annualized Costs:</b>		<b>Annualized Fiscal Impact on funds from:</b>	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
	State Operations - Salaries and Fringes	\$1,000	\$
	(FTE Position Changes)		
	State Operations - Other Costs		
	Local Assistance		
	Aids to Individuals or Organizations		
	<b>TOTAL State Costs by Category</b>	<b>\$1,000</b>	<b>\$</b>
<b>B. State Costs by Source of Funds</b>			
	GPR		
	FED		
	PRO/PRS		
	SEG/SEG-S	1,000	
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)</b>			
		Increased Rev	Decreased Rev
	GPR Taxes	\$	\$
	GPR Earned		
	FED		
	PRO/PRS		
	SEG/SEG-S	1,000	
	<b>TOTAL State Revenues</b>	<b>\$1,000</b>	<b>\$</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>			
		State	Local
NET CHANGE IN COSTS		\$1,000	\$
NET CHANGE IN REVENUE		\$1,000	\$
<b>Agency/Prepared By</b>		<b>Authorized Signature</b>	<b>Date</b>
DOT/ Richard Moss (608) 267-7830		Julie Johnson (608) 267-3703	10/24/2007