

Fiscal Estimate - 2017 Session

Original

Updated

Corrected

Supplemental

LRB Number **17-2789/1**

Introduction Number **SB-188**

Description

snowmobile trail use stickers and trail aids and supplemental trail aids for snowmobile trail maintenance

Fiscal Effect

State:

- No State Fiscal Effect
 Indeterminate
 Increase Existing Appropriations
 Decrease Existing Appropriations
 Create New Appropriations

- Increase Existing Revenues
 Decrease Existing Revenues

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

Local:

- No Local Government Costs
 Indeterminate
1. Increase Costs 3. Increase Revenue
 Permissive Mandatory
2. Decrease Costs 4. Decrease Revenue
 Permissive Mandatory

5. Types of Local Government Units Affected
 Towns Village Cities
 Counties Others
 School Districts WTCS Districts

Fund Sources Affected

Affected Ch. 20 Appropriations

GPR FED PRO PRS SEG SEGS 20.370 (5)(cr) and (5)(cs)

Agency/Prepared By

Authorized Signature

Date

DNR/ Joe Polasek (608) 266-2794

Joe Polasek (608) 266-2794

4/21/2017

Fiscal Estimate Narratives

DNR 4/21/2017

LRB Number 17-2789/1	Introduction Number SB-188	Estimate Type Original
Description		
snowmobile trail use stickers and trail aids and supplemental trail aids for snowmobile trail maintenance		

Assumptions Used in Arriving at Fiscal Estimate

1. Trail Pass Stickers

The bill eliminates the fiscal year limitations on snowmobile trail pass categories and their associated fees, thus making them permanent. Doing so will have no impact on revenues currently generated from those fees.

2. Trail Maintenance Grants

The bill increases the snowmobile trail maintenance grant payment from \$250 per mile to \$300 per mile.

This will increase maintenance grant payments by approximately \$1 million per year, leaving less funding available for trail development projects that are competitively awarded in consultation with the Governor's Snowmobile Council.

There is no fiscal impact since overall grant expenditures will remain dependent upon funding generated from the gas tax formula as well as available revenues from the prior fiscal year for registrations and trail passes.

3. Supplemental Maintenance Grants

The bill increases the eligibility requirement for supplemental maintenance grants in two ways:

1. Grantees must incur costs exceeding the maximum \$300 per mile per year (currently \$250/mile).
2. Grantees must incur grooming costs exceeding \$200 per mile per year (currently \$150/mile).

There is no fiscal impact since overall grant expenditures will remain dependent upon revenues generated from non-resident trail pass sales and the gas tax multiplier, in addition to snowfall amount and the length of season. In years where the requests exceed available funds, the payments are prorated.

There are no additional administrative costs that will be incurred to implement the provisions of the bill since administrative work for maintenance and development grants is already taking place.

Long-Range Fiscal Implications