

Fiscal Estimate - 2019 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 19-0902/1	Introduction Number AB-0159
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Description
 the operation of electric scooters on highways, granting rule-making authority, and providing a penalty

Fiscal Effect

State:

- No State Fiscal Effect
- Indeterminate
- Increase Existing Appropriations
 Increase Existing Revenues
 Increase Costs - May be possible to absorb within agency's budget
- Decrease Existing Appropriations
 Decrease Existing Revenues
 Yes No
- Create New Appropriations Decrease Costs

Local:

- No Local Government Costs
- Indeterminate
- 1. Increase Costs 3. Increase Revenue
 Permissive Mandatory
 Permissive Mandatory
- 2. Decrease Costs 4. Decrease Revenue
 Permissive Mandatory
 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
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS 20.370 (1)(mu)	

Agency/Prepared By	Authorized Signature	Date
DNR/ Paul Neumann (608) 266-0818	Paul Neumann (608) 266-0818	4/18/2019

Fiscal Estimate Narratives

DNR 4/18/2019

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Assumptions Used in Arriving at Fiscal Estimate

The bill allows the department to open trails in state parks and in the units of the Kettle Moraine state forest to electric scooters, as defined in the bill.

A. Bureau of Parks and Recreation

Opening trails to electric scooters would require posting signage for such use. One-time costs for the creation of signage are estimated at \$1,000 while ongoing costs for installation and maintenance of signage are estimated at \$2,000. Other than posting signage, the bill does not require that work be performed on the trails to specifically accommodate electric scooters.

It is unknown if the bill would impact the ability to qualify for nonmotorized recreation and transportation funding available from Federal Highways Administration via WisDOT.

B. Law Enforcement

The Department is responsible for providing law enforcement services over state-owned lands and property under its supervision, management, and control, in cooperation with local law enforcement agencies. This duty includes the regular enforcement of motor vehicle laws, particularly within state parks and state forests, to ensure the safety of visitors to these properties. This proposal creates an additional type of vehicle classification for electric scooters, but otherwise utilizes the pre-existing motor vehicle framework for many of the regulations associated with these new devices. As a result, the Department does not anticipate new costs associated with law enforcement training required to prepare field officers for implementation of this proposal. Since this is a new vehicle type, the amount of enforcement effort required to ensure safe operation, as well as the frequency of accident investigations associated with these devices, is unknown, rendering the associated law enforcement costs indeterminate.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2019 Session

Detailed Estimate of Annual Fiscal Effect

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Description the operation of electric scooters on highways, granting rule-making authority, and providing a penalty			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): \$1,000 for signage			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes	\$		\$
(FTE Position Changes)			
State Operations - Other Costs	2,000		
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$2,000		\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S	2,000		
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)			
		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		\$2,000	\$
NET CHANGE IN REVENUE		\$	\$
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