## Fiscal Estimate - 2005 Session

X	Original		Updated		Corrected		Supplemental				
LRB	Number	05-1461/1		Introd	duction Numb	oer A	B-741				
	Description Review of Department of Transportation decisions related to outdoor advertising signs										
Fiscal	Effect		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				5				
	A Albania	e Existing ations Existing	Rever Decre	ease Existing	to abs		- May be possible n agency's budget No				
	No Local Go Indeterminate 1. Increase Permiss 2. Decrease	se Costs sive Mandato	3.  Increa	ase Revenue ssive  Man ase Revenue ssive  Man	datory Co		its Affected Village Cities Others WTCS Districts				
Fund Sources Affected  Affected Ch. 20 Appropriations  GPR FED PRO PRS SEG SEGS s.20.505(4)(kp)											
Agenc	y/Prepared	Ву	A	Authorized S	ignature		Date				
DOA/ Mary Massey (608) 267-2099				Martha Kerne	10/17/2005						

## Fiscal Estimate Narratives DOA 10/18/2005

LRB Number	05-1461/1	Introduction Number	AB-741	Estimate Type	Original				
Description									
Review of Department of Transportation decisions related to outdoor advertising signs									

## **Assumptions Used in Arriving at Fiscal Estimate**

If enacted, this bill would allow an aggrieved party to bypass a hearing by DOA's Division of Hearings and Appeals (DHA) and institute a civil action with the circuit court under the following situations:

- Revocation or denial of a permit or license for an outdoor advertising sign
- Notice of intent to remove a non-conforming sign
- Revocation or denial of an outdoor advertising business licence

The Division of Hearings and Appeals hears between 10 and 15 sign enforcement cases per year from the DOT. Most cases are not complex and require between 2 and 4 hours of hearing time. There is no cost to the individual to bring an action before DHA. It is also common for individuals to represent themselves at these hearings. Because of the added cost to bring an action before the circuit court, it is unlikely that many parties would opt to bypass an administrative hearing. Consequently, the fiscal impact on DOA would be minimal.

## **Long-Range Fiscal Implications**