

ASA 2 (99s0015/1) to AB 52 (99-0241/3)

☐ ORIGINAL
☐ CORRECTED
☒ UPDATED
☒ SUPPLEMENTAL
LRB or Bill No./Adm. Rule No.
AB 52Amendment No. if Applicable
ASA 2 (updated to supplemental)FISCAL ESTIMATE
DOA-2048 N(R1298)Subject
Graduated Driver Licensing (GDL)

Fiscal Effect

State: ☐ No State Fiscal EffectCheck columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☒ Yes ☐ No
☐ Increase Existing Appropriation
☐ Decrease Existing Appropriation
☐ Create New Appropriation
☒ Increase Existing Revenues
☒ Decrease Existing Revenues
☒ Decrease CostsLocal: ☐ No local government costs
1. ☒ Increase Costs
☐ Permissive ☒ Mandatory
2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory

3. ☒ Increase Revenues
☐ Permissive ☒ Mandatory
4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:

☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others
☒ School Districts ☒ WTCS Districts

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☐ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

Conclusion

AB 52 ASA 2 will directly impact approximately 103,600 16 and 17 year old drivers. Cost and revenue impact are as follows:

The Department of Transportation (WisDOT) will incur:

- 1.) \$383,700 in one time costs
 - \$292,700 for 476 DP development days or 2.6 programmers for 9 months to complete computer system changes.
 - \$ 91,000 for public awareness, materials and training.
- 2.) \$46,100 net ongoing cost increase including an additional 1 FTE in DMV for additional customer contacts and processing.
- 3.) \$47,800 net ongoing revenue increase related to instruction permits processed.

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from the additional operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) Courts and law enforcement will incur an indeterminable cost increase and related revenue increase from the additional safety belt convictions due to primary enforcement.
- 3.) The Wisconsin Technical College System (WTCS) will incur an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school due to an increase in attendance in point reduction classes.

Long-Range Fiscal Implications

None other than ongoing cost increases.

Agency/Prepared by: (Name & Phone No.)
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Roger D. Cross 266-2233Date
4/23/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

SECTION 2 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 18 must have completed 50 hours driving time with 10 hours at night.
 - ♦ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$9,450 ongoing annual cost increase .3 FTE
- Indeterminable potential ongoing local cost and local revenue increase for school districts if high schools choose to offer additional driving time.

SECTION 5 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing revenue decrease

SECTION 7 - Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary licenses to anyone under 18 unless they have:
 - ♦ held an instruction permit for at least 6 months
 - ♦ no moving violations resulting in a conviction in 6 month period immediately preceding application
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts due to this requirement and additional contacts for ineligible applicants.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 8 - GDL Restrictions

Assumptions

GDL restrictions apply to any driver with a class D probationary who is under 18 as follows:

- Initial restriction period is 9 months
 - ♦ No passengers other than immediate family in the motor vehicle
 - ♦ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ♦ burden is on participant to have proper documentation with them
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$24,900 one time cost for DP development | 40 days |
| • \$9,500 ongoing annual cost increase | .3 FTE |
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ♦ offense committed as specified by department rule for which the person is convicted
 - ♦ GDL restrictions are violated
 - ♦ suspension or revocation of the driving privilege except for physical or mental disability
 - ♦ period will not be extended for multiple violations on one day nor from suspensions for which the underlying conviction resulted in an extension.
 - ♦ Driver must be notified by 1st class mail.
- GDL restrictions apply until they expire or until driver turns 18, whichever comes first.
- DMV computer systems will need to be modified to check for violations, compare for same incident, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|----------|
| • \$94,500 one time cost for DP development | 152 days |
| • \$12,600 ongoing annual cost increase | .4 FTE |
| • \$5,200 annual mailing costs | |
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$54,700 one time cost for DP development | 88 days |
| • \$3,200 ongoing annual cost increase | .1 FTE |

SECTION 12 - Instruction Permit fee

Assumption

- Raises the fee Class D instruction permits to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|--------|
| • \$3,100 one time cost for DP development | 5 days |
| • \$6,300 ongoing annual cost increase | .2 FTE |
| • \$400,000 ongoing annual revenue increase | |

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 13 - Demerit points for probationary drivers

Assumptions

- Doubles demerit points for offenses by probationary drivers, instruction permit holders and unlicensed drivers who would be on probationary status if licensed.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 651 new suspension cases per year which provide an ongoing cost and revenue increase from 358 reinstatements using an estimated 55% rate.

Fiscal Impact

- \$8,100 one time cost for DP development 13 days
- \$9,900 ongoing annual cost increase .3 FTE
- \$17,900 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 16 - Safety belt enforcement

Assumptions

- Allows law enforcement to make stop if it appears occupants are not complying with safety belt requirement and appear to be under 18 years of age.
- It is difficult to estimate the increase in traffic stops, citations, and convictions related to this new authority.

Fiscal Impact

- Indeterminable ongoing cost increase
- Indeterminable ongoing local cost increase
- Indeterminable local revenue increase

SECTION 17 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to the Legislative Council within 4 months of effective date.
- This requires WisDOT to develop new charge codes to identify GDL violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 19 - Effective dates

Assumptions

- There will be a significant need by contract programmer DP project leader to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

Assumptions Used in Arriving at Fiscal Estimate (continued from page 4)

OTHER FISCAL IMPACT

Assumptions

- WisDOT will coordinate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

FISCAL ESTIMATE WORKSHEET**1999 Session**Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)☐ORIGINAL
CORRECTED☒UPDATED
SUPPLEMENTALLRB or Bill No./Adm. Rule No.
AB 52Amendment No.
ASA 2Subject **Graduated Driver Licensing (GDL)****I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

\$292,700 in one-time data processing development costs

\$90,900 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:		Annualized Fiscal Impact on State funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$ 89,200	\$ -62,700
(FTE Position Changes)		(2.7 FTE)	(-1.7 FTE)
State Operations - Other Costs		19,600	-
Local Assistance			-
Aids to Individuals or Organizations			-
TOTAL State Costs by Category		\$ 108,800	\$ -62,700
B. State Costs by Source of Funds		Increased Costs	Decreased Costs
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S		108,800	-62,700
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)		Increased Rev.	Decreased Rev.
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S		400,000	-352,200
TOTAL State Revenues		\$ 400,000	\$ -352,200

NET ANNUALIZED FISCAL IMPACTSTATELOCAL

NET CHANGE IN COSTS \$46,100

\$Indeterminable

NET CHANGE IN REVENUES \$47,800

\$Indeterminable

Agency/Prepared by: (Name & Phone No.)
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Roger D. Cross 266-2233Date
04/23/99

FISCAL ESTIMATE
DOA-2048 N(R1298)

☐ ORIGINAL ☐ UPDATED
☐ CORRECTED ☒ SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
AB 52 (99-0241/3)

Amendment No. if Applicable
ASA 3 (99s0046/2)

Subject

Graduated Driver Licensing (GDL)

Fiscal Effect

State: ☐ No State Fiscal Effect

Check columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.

☐ Increase Existing Appropriation ☒ Increase Existing Revenues
☐ Decrease Existing Appropriation ☒ Decrease Existing Revenues
☐ Create New Appropriation

☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☐ Yes ☐ No
See Long-Range Fiscal Implications below

☒ Decrease Costs

Local: ☐ No local government costs

1. ☒ Increase Costs
☒ Permissive ☒ Mandatory
2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory
3. ☒ Increase Revenues
☒ Permissive ☒ Mandatory
4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:
☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others
☒ School Districts ☒ WTCS Districts

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☒ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

20.395(5)(cq)

Assumptions Used in Arriving at Fiscal Estimate

Conclusion

LRBs0046/2 (AB 52 ASA 3) will directly impact approximately 103,600 16 and 17 year old drivers. Cost and revenue impact are as follows:

The Department of Transportation (WisDOT) will incur:

- 1.) \$383,700 in one time costs
 - \$292,700 for 476 DP development days or 2.6 programmers for 9 months to complete computer system changes.
 - \$ 91,000 for public awareness, materials and training.
- 2.) \$41,100 net ongoing cost increase including an additional 1 FTE in DMV for additional customer contacts and processing.
- 3.) \$57,400 net ongoing revenue increase related to instruction permits processed. (Note: This fiscal estimate corrects previous fiscal estimates which neglected to include in the revenue summary, the stated increase in reinstatement fees identified in Section 14.)

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from the additional operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) The Wisconsin Technical College System (WTCS) will incur an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school due to an increase in attendance in point reduction classes.

Long-Range Fiscal Implications This fiscal estimate is revised to reflect costs the department will absorb to facilitate the implementation of the proposed legislation. DOT will redirect programming staff currently committed to computer system redesign efforts and other projects to accomplish the required data processing changes without the appropriation of additional resources. This will result in further delays in these other areas.

Agency/Prepared by: (Name & Phone No.)
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Authorized Signature/Telephone No.
Roger D. Cross 266-2233

Date
5/7/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

SECTION 2 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 18 must have completed 30 hours driving time with 10 hours at night.
 - ♦ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$9,450 ongoing annual cost increase .3 FTE
- Indeterminable potential ongoing local cost and local revenue increase for school districts if high schools choose to offer additional driving time.

SECTION 6 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing revenue decrease

SECTION 8 - Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary licenses to anyone under 18 unless they have:
 - ♦ held an instruction permit for at least 6 months
 - ♦ no moving violations resulting in a conviction in 6 month period immediately preceding application
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts due to this requirement and additional contacts for ineligible applicants.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 9 - GDL Restrictions

Assumptions

- GDL restrictions apply to any driver with a class D probationary who is under 18 as follows:
- Initial restriction period is 9 months
 - ♦ No passengers other than immediate family in the motor vehicle
 - ♦ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ♦ burden is on participant to have proper documentation with them
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$24,900 one time cost for DP development 40 days
 - \$9,500 ongoing annual cost increase .3 FTE
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ♦ offense committed as specified by department rule for which the person is convicted
 - ♦ GDL restrictions are violated
 - ♦ suspension or revocation of the driving privilege except for physical or mental disability
 - ♦ period will not be extended for multiple violations on one day nor from suspensions for which the underlying conviction resulted in an extension.
 - ♦ Driver must be notified by 1st class mail.
 - GDL restrictions apply until they expire or until driver turns 18, whichever comes first.
 - DMV computer systems will need to be modified to check for violations, compare for same incident, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$94,500 one time cost for DP development 152 days
 - \$12,600 ongoing annual cost increase .4 FTE
 - \$5,200 annual mailing costs
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$54,700 one time cost for DP development 88 days
- \$3,200 ongoing annual cost increase .1 FTE

SECTION 13 - Instruction Permit fee

Assumption

- Raises the fee Class D instruction permits to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$3,100 one time cost for DP development 5 days
- \$6,300 ongoing annual cost increase .2 FTE
- \$400,000 ongoing annual revenue increase

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 14 - Demerit points for probationary drivers

Assumptions

- Doubles demerit points for second and subsequent offenses by probationary drivers, instruction permit holders and unlicensed drivers who would be on probationary status if licensed.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 350 new suspension cases per year which provide an ongoing cost and revenue increase from 192 reinstatements using an estimated 55% reinstatement rate.

Fiscal Impact

- \$8,100 one time cost for DP development 13 days
- \$4,900 ongoing annual cost increase .2 FTE
- \$9,600 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 17 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to the Legislative Council within 4 months of effective date.
- This requires WisDOT to develop new charge codes to identify GDL violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 19 - Effective dates

Assumptions

- There will be a significant need by contract programmer DP project leader to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

OTHER FISCAL IMPACT

Assumptions

- WisDOT will coordinate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

FISCAL ESTIMATE WORKSHEETDetailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)☐ ORIGINAL
☐ CORRECTED
☐ UPDATED
☒ SUPPLEMENTAL**1999 Session**LRB or Bill No./Adm. Rule No.
LRBs0046/2 (AB 52)Amendment No.
(ASA 3)Subject **Graduated Driver Licensing (GDL)****One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

\$2,700 in one-time data processing development costs

\$90,900 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:

Annualized Fiscal impact on State funds from:

A. State Costs by Category

Increased Costs

Decreased Costs

State Operations - Salaries and Fringes

\$ 84,900

\$ -62,700

(FTE Position Changes)

(2.6 FTE)

(-1.7 FTE)

State Operations - Other Costs

18,900

-

Local Assistance

-

Aids to Individuals or Organizations

-

TOTAL State Costs by Category

\$ 103,800

\$ -62,700

B. State Costs by Source of Funds

Increased Costs

Decreased Costs

GPR

\$

\$

-

FED

-

PRO/PRS

-

SEG/SEG-S

103,800

-62,700

III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)

Increased Rev.

Decreased Rev.

GPR Taxes

\$

\$

-

GPR Earned

-

FED

-

PRO/PRS

-

SEG/SEG-S

409,600

-352,200

TOTAL State Revenues

\$ 409,600

\$ -352,200

NET ANNUALIZED FISCAL IMPACTSTATELOCAL

NET CHANGE IN COSTS

\$41,100

\$Indeterminable

NET CHANGE IN REVENUES

\$57,400

\$Indeterminable

Prepared by: (Name & Phone No.)
John Alley 266-0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
05/07/99*Roger D. Cross*

FISCAL ESTIMATE
DOA-2048 N(R1298)

☐ ORIGINAL ☐ UPDATED
☐ CORRECTED ☒ SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
AB 52

Amendment No. if Applicable
ASA 1 LRB 99-0007/i

Subject

Graduated Driver Licensing (GDL)

Fiscal EffectState: ☐ No State Fiscal Effect

Check columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.

☐ Increase Existing Appropriation
☐ Decrease Existing Appropriation
☐ Create New Appropriation

☒ 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

1. ☒ Increase Costs
☐ Permissive ☒ Mandatory
2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory

3. ☒ Increase Revenues
☐ Permissive ☒ Mandatory
4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:
☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others _____
☒ School Districts ☒ WTCS Districts

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☒ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

20,395(5)(Cg)

Assumptions Used in Arriving at Fiscal EstimateConclusion

AB 52 ASA 1 will directly impact approximately 103,600 16 and 17 year old drivers. Cost and revenue impact are as follows:

The Department of Transportation (WisDOT) will incur:

- 1.) \$383,700 in one time costs
 - \$292,700 for 476 DP development days or 8 programmers for 3 months to complete computer system changes.
 - \$ 91,000 for public awareness, materials and training.
- 2.) \$46,100 net ongoing cost increase including an additional 1 FTE in DMV for additional customer contacts and processing.
- 3.) \$47,800 net ongoing revenue increase related to instruction permits processed.

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from the additional operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) Courts and law enforcement will incur an indeterminable cost increase and related revenue increase from the additional safety belt convictions due to primary enforcement.
- 3.) The Wisconsin Technical College System (WTCS) will incur an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school due to an increase in attendance in point reduction classes.

Long-Range Fiscal Implications

None other than ongoing cost increases.

Agency/Prepared by: (Name & Phone No.)

John Alley 266 0614

(DOT)

Authorized Signature/Telephone No.

Roger D. Cross 266-2233

Date

2/10/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

SECTION 1 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 18 must have completed 50 hours driving time with 10 hours at night.
 - ♦ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$9,450 ongoing annual cost increase .3 FTE
- Indeterminable potential ongoing local cost and local revenue increase for school districts if high schools choose to offer additional driving time.

SECTION 4 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing rev decrease

SECTION 6 - Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary licenses to anyone under 18 unless they have:
 - ♦ held an instruction permit for at least 6 months
 - ♦ no moving violations resulting in a conviction in 6 month period immediately preceding application
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts due to this requirement and additional contacts for ineligible applicants.
- Motorcycle drivers are included.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 7 - GDL Restrictions

Assumptions

- GDL restrictions apply to any driver with a class D probationary who is under 18 as follows:
- Initial restriction period is 9 months
 - ♦ No passengers other than immediate family in the motor vehicle
 - ♦ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ♦ burden is on participant to have proper documentation with them
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$24,900 one time cost for DP development | 40 days |
| • \$9,500 ongoing annual cost increase | .3 FTE |
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ♦ offense committed as specified by department rule for which the person is convicted
 - ♦ GDL restrictions are violated
 - ♦ suspension or revocation of the driving privilege except for physical or mental disability
 - ♦ period will not be extended for multiple violations on one day nor from suspensions for which the underlying conviction resulted in an extension.
 - ♦ Driver must be notified by 1st class mail.
- GDL restrictions apply until they expire or until driver turns 18, whichever comes first.
- DMV computer systems will need to be modified to check for violations, compare for same incident, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|----------|
| • \$94,500 one time cost for DP development | 152 days |
| • \$12,600 ongoing annual cost increase | .4 FTE |
| • \$5,200 annual mailing costs | |
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$54,700 one time cost for DP development | 88 days |
| • \$3,200 ongoing annual cost increase | .1 FTE |

SECTION 11 - Instruction Permit fee

Assumption

- Raises the fee for all permits other than motorcycle to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|--------|
| • \$3,100 one time cost for DP development | 5 days |
| • \$6,300 ongoing annual cost increase | .2 FTE |
| • \$400,000 ongoing annual revenue increase | |

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 12 - Demerit points for probationary drivers

Assumptions

- Doubles demerit points for offenses by probationary drivers.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 651 new suspension cases per year which provide an ongoing cost and revenue increase from 358 reinstatements using an estimated 55% rate.

Fiscal Impact

- \$8,100 one time cost for DP development 13 days
- \$9,900 ongoing annual cost increase .3 FTE
- \$17,900 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 15 - Safety belt enforcement

Assumptions

- Allows law enforcement to make stop if it appears occupants are not complying with safety belt requirement and appear to be under 18 years of age.
- It is difficult to estimate the increase in traffic stops, citations, and convictions related to this new authority.

Fiscal Impact

- Indeterminable ongoing cost increase
- Indeterminable ongoing local cost increase
- Indeterminable local revenue increase

SECTION 16 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to the Legislative Council within 4 months of effective date.
- This requires WisDOT to develop new charge codes to identify GDL violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 18 - Effective dates

Assumptions

- All provisions are effective the first day of the 4 month after publication except:
 - ◆ Requirement for DOT to begin working on proposed rule takes affect day after publication.
- There will be a significant need by contract programmer DP project leader to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

Assumptions Used in Arriving at Fiscal Estimate (continued from page 4)

OTHER FISCAL IMPACT

Assumptions

- WisDOT will coordinate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

FISCAL ESTIMATE WORKSHEET

ASA 1 to AB 52 (99s0007/1)

1999 SessionDetailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)☐ ORIGINAL
☐ CORRECTED☐ UPDATED
☒ SUPPLEMENTALLRB or Bill No./Adm. Rule No.
AB 52Amendment No.
ASA 1Subject **Graduated Driver Licensing (GDL)****I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

\$292,700 in one-time data processing development costs

\$90,900 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:**Annualized Fiscal impact on State funds from:****A. State Costs by Category**

State Operations - Salaries and Fringes

\$ 89,200

\$ -62,700

(FTE Position Changes)

(2.7 FTE)

(-1.7 FTE)

State Operations - Other Costs

19,600

-

Local Assistance

-

Aids to Individuals or Organizations

-

TOTAL State Costs by Category

\$ 108,800

\$ -62,700

B. State Costs by Source of Funds**Increased Costs****Decreased Costs**

GPR

\$

\$ -

FED

-

PRO/PRS

-

SEG/SEG-S

108,800

-62,700

III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)**Increased Rev.****Decreased Rev.**

GPR Taxes

\$

\$ -

GPR Earned

-

FED

-

PRO/PRS

-

SEG/SEG-S

400,000

-352,200

TOTAL State Revenues

\$ 400,000

\$ -352,200

NET ANNUALIZED FISCAL IMPACTSTATELOCAL

NET CHANGE IN COSTS

\$46,100

\$Indeterminable

NET CHANGE IN REVENUES

\$47,800

\$Indeterminable

Agency/Prepared by: (Name & Phone No.)
John Alley 266-0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
02/10/99

FISCAL ESTIMATE

DOA-2048 N(R1298)

☒ ORIGINAL ☐ UPDATED
☐ CORRECTED ☐ SUPPLEMENTAL

Subject

Graduated Driver Licensing (GDL)

Fiscal Effect

State: ☐ No State Fiscal EffectCheck columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.
☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☐ Yes ☒ No

☐ Increase Existing Appropriation ☒ Increase Existing Revenues
☐ Decrease Existing Appropriation ☒ Decrease Existing Revenues
☐ Create New Appropriation
☒ Decrease CostsLocal: ☐ No local government costs

- | | | |
|--|--|--|
| 1. <input checked="" type="checkbox"/> Increase Costs
<input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory
2. <input type="checkbox"/> Decrease Costs
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory | 3. <input checked="" type="checkbox"/> Increase Revenues
<input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory
4. <input type="checkbox"/> Decrease Revenues
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory | 5. Types of Local Governmental Units Affected:
<input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Villages <input checked="" type="checkbox"/> Cities
<input checked="" type="checkbox"/> Counties <input type="checkbox"/> Others _____
<input checked="" type="checkbox"/> School Districts <input checked="" type="checkbox"/> WTCS Districts |
|--|--|--|

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☐ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

Conclusion

AB 52 will directly impact approximately 168,000 16, 17, and 18 year old drivers. Cost and revenue impact for AB 52 if enacted are as follows:

The Department of Transportation (WisDOT) incurs;

- 1.) \$448,200 to \$774,800 in one time data processing (DP) costs for 726 - 1251 development days to complete computer system changes.
- 2.) \$105,343 one time costs for other implementation costs including training, materials revision and development, and public awareness efforts.
- 3.) \$45,400 net ongoing cost increase for an additional 1.6 FTE in DMV for additional customer contacts and transaction processing.
- 4.) \$6,700 ongoing cost increase for additional mailing expenses.
- 5.) \$14,400 ongoing cost increase for production of related informational materials and driving logs.
- 6.) \$47,800 net ongoing revenue increase related to instruction permits processed.

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from an increase in operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) Courts and law enforcement incur an indeterminable cost increase and related revenue increase from an increase in safety belt convictions due to primary enforcement.
- 3.) The Wisconsin Technical College System (WTCS) incurs an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school.

Long-Range Fiscal Implications

None other than ongoing cost increases.

Agency/Prepared by: (Name & Phone No.)

John Alley 266 0614

(DOT)

Authorized Signature/Telephone No.

Roger D. Cross 266-2233

Date

2/5/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

This portion of the fiscal estimate is organized in a section by section analysis of AB 52 due to its complexity and large number of impact areas. Only AB 52 sections with fiscal impact are represented in this analysis.

SECTION 1 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 19 must have completed 50 hours driving time with 10 hours at night.
 - ◆ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$12,600 ongoing annual cost increase .4 FTE
- Indeterminable ongoing outside cost and outside revenue increase for school districts

SECTION 4 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing rev decrease

SECTION 5 - Issuance of probationary license

Assumptions

- Deletes "during the entire period of issuance of the original license" and instead refers to 343.20(1)(a) Expiration of licenses. We already follow 343.20(1)(a) as current practice.
- Applicants for commercial driver licenses remain exempt from this section which requires issuance of license with probationary status for class D and M license (non-commercial), and regular status for issuance of class A, B or C license (commercial).
- A range of DP development days is shown due to the complexity of complying with these conflicting requirements. The extent to which we comply directly impacts the number of days of DP development work required.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$46,700 - \$373,200 one time cost for DP development 75 to 600 days
- \$9,500 ongoing annual cost increase .3 FTE

SECTION 6- Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary to anyone under 19 unless they have:
 - ◆ held an instruction permit for at least 6 months
 - ◆ no moving violations resulting in a conviction in 6 month period immediately preceding application
- Includes motorcycles
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts related to this requirement.
- There will be an increase in contacts to DMV service centers due to ineligible applicants.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 7 - GDL Restrictions

Assumptions

- GDL restrictions apply to anyone who is under 19 when first issued probationary driver license (DL)
- Initial restriction period is 9 months
 - ♦ No passengers other than immediate family in the motor vehicle
 - ♦ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ♦ burden is on participant to have proper documentation with them
- Includes motorcycles.
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$24,900 one time cost for DP development | 40 days |
| • \$12,600 ongoing annual cost increase | .4 FTE |
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ♦ offense committed as specified by department rule for which the person is convicted
 - ♦ GDL restrictions are violated
 - ♦ suspension of the driving privilege except for physical or mental disability
 - ♦ Driver must be notified by 1st class mail.
- DMV computer systems will need to be modified to check for violations, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|----------|
| • \$77,800 one time cost for DP development | 125 days |
| • \$15,800 ongoing annual cost increase | .5 FTE |
| • \$6,700 annual mailing costs | |
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$54,700 one time cost for DP development | 88 days |
| • \$3,200 ongoing annual cost increase | .1 FTE |

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 10 - Continuation of probationary status

Assumptions

- Requires that we continue probationary status for anyone under GDL restrictions. WisDOT doesn't currently do this.
- Cost increase and revenue increase and decrease are indeterminable as it is not possible to estimate the number of individuals who will be kept on probationary status.
- DMV computer systems will need to be modified to allow renewal of probationary licenses.
- There will be a cost and revenue increase because probationary licenses are renewed more frequently.
- There will be a revenue decrease because the fee for probationary licenses is \$18, versus \$25 for an 8 year regular license.

Fiscal Impact

- \$24,900 one time cost for DP development 40 days
- Indeterminable ongoing cost increase
- Indeterminable ongoing revenue decrease
- Indeterminable ongoing revenue increase

SECTION 13 - Instruction Permit fee

Assumption

- Raises the fee for all permits other than motorcycle to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$3,100 one time cost for DP development 5 days
- \$6,300 ongoing annual cost increase .2 FTE
- \$400,000 ongoing annual revenue increase

SECTION 14 - Demerit points for probationary driver under GDL restrictions

Assumptions

- Doubles demerit points for offenses by probationary drivers who are under GDL restrictions.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 651 new suspension cases per year which provide an ongoing cost and revenue increase..

Fiscal Impact

- \$21,800 one time cost for DP development 35 days
- \$9,900 ongoing annual cost increase .3 FTE
- \$17,900 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 16 - Point suspension for probationary drivers

Assumptions

- 6 month suspension for 12 points in 12 months if on probationary DL and was under 19 when probationary was first issued to them.
- DMV computer systems will need to be modified to create and store a new license type or sub-group and a new data element to identify this sub-group.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

Assumptions Used in Arriving at Fiscal Estimate (continued from page 4)

SECTION 17 - Safety belt enforcement

Assumptions

- Allows law enforcement to make stop if it appears occupants are not complying with safety belt requirement and appear to be under 19 years of age.
- It is difficult to estimate the increase in traffic stops, citations, and convictions related to this new authority.

Fiscal Impact

- Indeterminable ongoing cost increase
- Indeterminable ongoing local cost increase
- Indeterminable local revenue increase

SECTION 18 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to leg. council within 4 months of effective date.
- Rules may not propose to extend GDL restriction period for a violation of any of the laws specified in section 18.
- This requires WisDOT to develop new charge codes to identify these violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 20 - Effective dates

Assumptions

- All provisions are effective 3 months after publication except:
 - ◆ Requirement for DOT to begin working on proposed rule takes affect day after publication.
 - ◆ Repeal of 343.085(3) and (5) are effective 6 months after publication.
- There will be a significant need among DP project leaders to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

OTHER FISCAL IMPACT

Assumptions

- WisDOT will orchestrate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$14,400 one time cost for creation/printing of program materials.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

FISCAL ESTIMATE WORKSHEET**1999 Session**Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)☒ ORIGINAL
☐ CORRECTED☐ UPDATED
☐ SUPPLEMENTALLRB or Bill No./Adm. Rule No.
AB 52

Amendment No.

Subject **Graduated Driver Licensing (GDL)****I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

\$448,200 - \$774,800 in one-time data processing development costs

\$105,300 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:**Annualized Fiscal impact on State funds from:****A. State Costs by Category****Increased Costs****Decreased Costs**

State Operations - Salaries and Fringes

\$ 108,100

\$ -62,700

(FTE Position Changes)

(3.3 FTE)

(-1.7 FTE)

State Operations - Other Costs

21,100

-

Local Assistance

-

Aids to Individuals or Organizations

-

TOTAL State Costs by Category

\$ 129,200

\$ -62,700

B. State Costs by Source of Funds**Increased Costs****Decreased Costs**

GPR

\$

\$ -

FED

-

PRO/PRS

-

SEG/SEG-S

129,200

-62,700

III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)**Increased Rev.****Decreased Rev.**

GPR Taxes

\$

\$ -

GPR Earned

-

FED

-

PRO/PRS

-

SEG/SEG-S

400,000

-352,200

TOTAL State Revenues

\$ 400,000

\$ -352,200

NET ANNUALIZED FISCAL IMPACTSTATELOCAL

NET CHANGE IN COSTS

\$66,500

\$Indeterminable

NET CHANGE IN REVENUES

\$47,800

\$Indeterminable

Agency/Prepared by: (Name & Phone No.)
John Alley 266-0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
2/5/99

LRB or Bill No./Adm. Rule No.
AB 52

Amendment No. if Applicable

FISCAL ESTIMATE
DOA-2048 N(R1298)
☒ ORIGINAL ☐ UPDATED
☐ CORRECTED ☐ SUPPLEMENTAL
Subject

Graduated Driver Licensing (GDL)

Fiscal EffectState: ☐ No State Fiscal EffectCheck columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.
☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☐ Yes ☒ No

☐ Increase Existing Appropriation ☒ Increase Existing Revenues
☐ Decrease Existing Appropriation ☒ Decrease Existing Revenues
☐ Create New Appropriation
☒ Decrease CostsLocal: ☐ No local government costs
1. ☒ Increase Costs
☐ Permissive ☒ Mandatory
2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory

3. ☒ Increase Revenues
☐ Permissive ☒ Mandatory
4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:
☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others _____
☒ School Districts ☒ WTCS Districts
Fund Sources Affected
☐ GPR ☐ FED ☐ PRO ☐ PRS ☐ SEG ☐ SEG-S
Affected Ch. 20 Appropriations**Assumptions Used in Arriving at Fiscal Estimate**Conclusion

AB 52 will directly impact approximately 168,000 16, 17, and 18 year old drivers. Cost and revenue impact for AB 52 if enacted are as follows:

The Department of Transportation (WisDOT) incurs;

- 1.) \$448,200 to \$774,800 in one time data processing (DP) costs for 726 - 1251 development days to complete computer system changes.
- 2.) \$105,343 one time costs for other implementation costs including training, materials revision and development, and public awareness efforts.
- 3.) \$45,400 net ongoing cost increase for an additional 1.6 FTE in DMV for additional customer contacts and transaction processing.
- 4.) \$6,700 ongoing cost increase for additional mailing expenses.
- 5.) \$14,400 ongoing cost increase for production of related informational materials and driving logs.
- 6.) \$47,800 net ongoing revenue increase related to instruction permits processed.

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from an increase in operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) Courts and law enforcement incur an indeterminable cost increase and related revenue increase from an increase in safety belt convictions due to primary enforcement.
- 3.) The Wisconsin Technical College System (WTCS) incurs an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school.

Long-Range Fiscal Implications

None other than ongoing cost increases.

Agency/Prepared by: (Name & Phone No.)
John Alley 266 0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
2/5/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

This portion of the fiscal estimate is organized in a section by section analysis of AB 52 due to its complexity and large number of impact areas. Only AB 52 sections with fiscal impact are represented in this analysis.

SECTION 1 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 19 must have completed 50 hours driving time with 10 hours at night.
 - ◆ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$12,600 ongoing annual cost increase .4 FTE
- Indeterminable ongoing outside cost and outside revenue increase for school districts

SECTION 4 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing rev decrease

SECTION 5 - Issuance of probationary license

Assumptions

- Deletes "during the entire period of issuance of the original license" and instead refers to 343.20(1)(a) Expiration of licenses. We already follow 343.20(1)(a) as current practice.
- Applicants for commercial driver licenses remain exempt from this section which requires issuance of license with probationary status for class D and M license (non-commercial), and regular status for issuance of class A, B or C license (commercial).
- A range of DP development days is shown due to the complexity of complying with these conflicting requirements. The extent to which we comply directly impacts the number of days of DP development work required.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$46,700 - \$373,200 one time cost for DP development 75 to 600 days
- \$9,500 ongoing annual cost increase .3 FTE

SECTION 6- Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary to anyone under 19 unless they have:
 - ◆ held an instruction permit for at least 6 months
 - ◆ no moving violations resulting in a conviction in 6 month period immediately preceding application
- Includes motorcycles
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts related to this requirement.
- There will be an increase in contacts to DMV service centers due to ineligible applicants.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 7 - GDL Restrictions

Assumptions

- GDL restrictions apply to anyone who is under 19 when first issued probationary driver license (DL)
- Initial restriction period is 9 months
 - ♦ No passengers other than immediate family in the motor vehicle
 - ♦ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ♦ burden is on participant to have proper documentation with them
- Includes motorcycles.
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$24,900 one time cost for DP development 40 days
 - \$12,600 ongoing annual cost increase .4 FTE
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ♦ offense committed as specified by department rule for which the person is convicted
 - ♦ GDL restrictions are violated
 - ♦ suspension of the driving privilege except for physical or mental disability
 - ♦ Driver must be notified by 1st class mail.
- DMV computer systems will need to be modified to check for violations, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$77,800 one time cost for DP development 125 days
 - \$15,800 ongoing annual cost increase .5 FTE
 - \$6,700 annual mailing costs
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$54,700 one time cost for DP development 88 days
- \$3,200 ongoing annual cost increase .1 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 10 - Continuation of probationary status

Assumptions

- Requires that we continue probationary status for anyone under GDL restrictions. WisDOT doesn't currently do this.
- Cost increase and revenue increase and decrease are indeterminable as it is not possible to estimate the number of individuals who will be kept on probationary status.
- DMV computer systems will need to be modified to allow renewal of probationary licenses.
- There will be a cost and revenue increase because probationary licenses are renewed more frequently.
- There will be a revenue decrease because the fee for probationary licenses is \$18, versus \$25 for an 8 year regular license.

Fiscal Impact

- \$24,900 one time cost for DP development 40 days
- Indeterminable ongoing cost increase
- Indeterminable ongoing revenue decrease
- Indeterminable ongoing revenue increase

SECTION 13 - Instruction Permit fee

Assumption

- Raises the fee for all permits other than motorcycle to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$3,100 one time cost for DP development 5 days
- \$6,300 ongoing annual cost increase .2 FTE
- \$400,000 ongoing annual revenue increase

SECTION 14 - Demerit points for probationary driver under GDL restrictions

Assumptions

- Doubles demerit points for offenses by probationary drivers who are under GDL restrictions.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 651 new suspension cases per year which provide an ongoing cost and revenue increase..

Fiscal Impact

- \$21,800 one time cost for DP development 35 days
- \$9,900 ongoing annual cost increase .3 FTE
- \$17,900 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 16 - Point suspension for probationary drivers

Assumptions

- 6 month suspension for 12 points in 12 months if on probationary DL and was under 19 when probationary was first issued to them.
- DMV computer systems will need to be modified to create and store a new license type or sub-group and a new data element to identify this sub-group.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

Assumptions Used in Arriving at Fiscal Estimate (continued from page 4)

SECTION 17 - Safety belt enforcement

Assumptions

- Allows law enforcement to make stop if it appears occupants are not complying with safety belt requirement and appear to be under 19 years of age.
- It is difficult to estimate the increase in traffic stops, citations, and convictions related to this new authority.

Fiscal Impact

- Indeterminable ongoing cost increase
- Indeterminable ongoing local cost increase
- Indeterminable local revenue increase

SECTION 18 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to leg. council within 4 months of effective date.
- Rules may not propose to extend GDL restriction period for a violation of any of the laws specified in section 18.
- This requires WisDOT to develop new charge codes to identify these violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 20 - Effective dates

Assumptions

- All provisions are effective 3 months after publication except:
 - ◆ Requirement for DOT to begin working on proposed rule takes affect day after publication.
 - ◆ Repeal of 343.085(3) and (5) are effective 6 months after publication.
- There will be a significant need among DP project leaders to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

OTHER FISCAL IMPACT

Assumptions

- WisDOT will orchestrate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$14,400 one time cost for creation/printing of program materials.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

FISCAL ESTIMATE WORKSHEET**1999 Session**Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)☒ ORIGINAL
☐ CORRECTED☐ UPDATED
☐ SUPPLEMENTALLRB or Bill No./Adm. Rule No.
AB 52

Amendment No.

Subject **Graduated Driver Licensing (GDL)****I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):**

\$448,200 - \$774,800 in one-time data processing development costs

\$105,300 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:**Annualized Fiscal impact on State funds from:****A. State Costs by Category****Increased Costs****Decreased Costs**

State Operations - Salaries and Fringes

\$ 108,100

\$ -62,700

(FTE Position Changes)

(3.3 FTE)

(-1.7 FTE)

State Operations - Other Costs

21,100

-

Local Assistance

-

Aids to Individuals or Organizations

-

TOTAL State Costs by Category

\$ 129,200

\$ -62,700

B. State Costs by Source of Funds**Increased Costs****Decreased Costs**

GPR

\$

\$ -

FED

-

PRO/PRS

-

SEG/SEG-S

129,200

-62,700

III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)**Increased Rev.****Decreased Rev.**

GPR Taxes

\$

\$ -

GPR Earned

-

FED

-

PRO/PRS

-

SEG/SEG-S

400,000

-352,200

TOTAL State Revenues

\$ 400,000

\$ -352,200

NET ANNUALIZED FISCAL IMPACTSTATELOCAL

NET CHANGE IN COSTS

\$66,500

\$Indeterminable

NET CHANGE IN REVENUES

\$47,800

\$Indeterminable

Agency/Prepared by: (Name & Phone No.)
John Alley 266-0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
2/5/99

GRADUATED DRIVER LICENSING (GDL)

COMPARISON OF CURRENT LAW AND ASA 1 TO AB52

Provision	Current Law	ASA1 to AB 52 Proposal
Practice time required on instruction permit	6 hours practice time with instructor	Additional 50 hours (10 at night) practice time with parent, guardian. (Includes Class M)
Who may accompany permit holder	<p>16 and over must be accompanied by:</p> <ul style="list-style-type: none"> a licensed person <ul style="list-style-type: none"> ⇒ with at least 2 years of licensed driving experience ⇒ who holds a valid license ⇒ occupies passenger seat. or a qualified instructor No other passengers except: <ul style="list-style-type: none"> ⇒ If with qualified instructor in instructional vehicle equipped with dual controls, up to 3 other persons in the back seat. ⇒ One other licensed person 25 years of age or more with at least 2 years' driving experience in the back seat. <p>If under 16 must be accompanied by:</p> <ul style="list-style-type: none"> qualified instructor or parent or guardian who meets minimum requirements in first bullet. licensed person 21 years of age who meets minimum requirements in first bullet and is designated in writing to accompany by the permittee's parent or guardian prior to operation of the vehicle <p>No operation during the hours of darkness unless accompanied by:</p> <ul style="list-style-type: none"> licensed person 25 years of age or more who meets minimum requirements in first bullet 	<p>Any permit holder may only drive when accompanied by:</p> <ul style="list-style-type: none"> a person with a regular (non-probationary) license with 2 years driving experience who occupies the passenger seat and is: <ul style="list-style-type: none"> a qualified instructor 18 or older. <ul style="list-style-type: none"> ⇒ 3 others may accompany if car equipped with dual controls or a parent, guardian or spouse at least 18. <ul style="list-style-type: none"> ⇒ immediate family members of permittee may also accompany or a person 21 or older <ul style="list-style-type: none"> ⇒ If permittee is under 18, this person must be designated in writing by parent or guardian.
Length of instruction permit	6 months	12 months (Includes Class M)
Instruction permit fee	\$20	\$25
Requirements for	Hold instruction permit for 19 days prior	Hold instruction permit for 6 months

Provision	Current Law	ASA1 to AB 52 Proposal
probationary drivers license	to application	
	No provision for checking violations prior to delay issuance of probationary	Must be 6 month "moving violation" free to obtain probationary
	No restriction on passengers	No passengers for first nine months other than immediate family or those listed who may accompany permit holders
	No restriction on hours of operation	No operation between 12 am and 5 am unless with a parent of guardian or those listed who may accompany permit holders
	No restriction period or extension	Passenger and curfew restriction extended 6 months for violation of the restriction, other convictions or suspension or revocation
Accelerated demerit points for probationary drivers	2 additional points are charged on all 2nd and subsequent convictions	Points are doubled for probationary drivers
Suspension for demerit points	All drivers suspended at least 2 months if 12 points in 12 months	Probationary drivers who accumulate 12 points in 12 months are suspended for 6 months
Seat belt enforcement	Secondary enforcement for all drivers (officer may not make a traffic stop based solely on observation of safety belt violation.)	Primary if driver appears to be 18 or under

CORRESPONDENCE/MEMORANDUM

STATE OF WISCONSIN

Date: 2/11/99

File Ref:

To: Representative David Brandemuehl, Chair
Members of the Assembly Transportation Committee
Legislative Reference Bureau

From: Julie Clark, Bureau of Driver Services

Subject: Technical Note for AB 52 ASA 1 on Graduated Driver Licensing (GDL)

Section 1

- 50 hours of additional driving time applies to Class M drivers, was this the intent?

Section 2

- Note: S.343.07(1)(a) refers to a person who may accompany a "permittee who holds a "regular" license. The youngest age a person can obtain a regular Class D license is 19 years of age. Therefore, the reference to "who is 18 years of age" in subd. 1 and 2 would really be drivers 19 years of age or older.
- Suggest "Adult Sponsor" as defined in Trans 102 admin. rule be included along with parent, guardian or spouse option in 343.07(1)(a)2. and 3.

Section 6

- "Moving violation" language should match the same language in section 7, page 5, lines 6-7. We have a verbal agreement with the author that the violations referred to in Section 6 & 7 should be the same list of violations.
- Applicants for a motorcycle license are included in this section. Is this intended?
- With these new requirements, how do we deal with out of state transfers who don't meet Wisconsin criteria, e.g. 50 hours, 6 months on permit.? We recommend the authority to write a rule (amend Trans 101) to treat out of state drivers the same as if they would have a WI permit or probationary license.

Section 7

- By agreement with the bill author, WisDOT will not extend restrictions for multiple violations occurring on the same day nor for a suspension for which the underlying conviction already generated an extension. We assume we can amend Trans 101 to do this.
- It is our understanding that the author intended to remove the provision which requires the restriction period to stop while a person is suspended or revoked. ASA 1 did not remove it. (See s.343.085(2m)(c)).

Section 9

- This change seems unnecessary with restrictions ending at age 18 as there is no possibility of anything other than a probationary status for those under 18.

CORRESPONDENCE/MEMORANDUM

STATE OF WISCONSIN

Section 11

- Commercial Driver License Instruction Permits (Class A, B, & C) should not be included in the \$25 fee increase.

Section 12

- We suggest including language allowing for doubling of demerit points for unlicensed violators who, if licensed, would hold a probationary license and for pre-probationary permit holders. (Same change suggested for Section 14 below)

Section 14

- We suggest including language allowing the 6 month suspension for unlicensed violators who, if licensed, would hold a probationary license and for pre-probationary permit holders. We also suggest changing p. 7, line 12 to read, "license issued ON OR after...."

Section 18

- We do not have adequate DP staff to make all system changes for the new GDL requirements for probationary license holders. We request those sections of the bill have a full 9 month effective date. (Sections 5, 6, 7, 9, 12, 13, & 14) The balance of the bill we believe we can implement within the 3 month effective date.



WISCONSIN LEGISLATIVE COUNCIL STAFF MEMORANDUM

One East Main Street, Suite 401; P.O. Box 2536; Madison, WI 53701-2536

Telephone: (608) 266-1304

Fax: (608) 266-3830

Email: leg.council@legis.state.wi.us

DATE: February 10, 1999

TO: REPRESENTATIVE LUTHER S. OLSEN

FROM: William Ford, Senior Staff Attorney

SUBJECT: Assembly Substitute Amendment 1 to 1999 Assembly Bill 52, Relating to Graduated Driver Licensing for Persons Under 18 Years of Age

A. INTRODUCTION

This memorandum describes Assembly Substitute Amendment 1 to 1999 Assembly Bill 52 ("the Substitute Amendment"). The Substitute Amendment imposes a number of conditions and restrictions upon the issuance of instruction permits and upon the initial issuance of motor vehicle operator's licenses (driver's licenses) to persons who are under 18 years of age in order to implement a system commonly referred to as "graduated driver licensing." As will be explained in more detail below, the Substitute Amendment does this by increasing operator training requirements, imposing additional restrictions relating to persons who are required, or who are allowed, to be in a motor vehicle operated by a person subject to graduated driver licensing; and imposing additional penalties on persons subject to graduated driver licensing for certain offenses committed while operating a motor vehicle.

B. INSTRUCTION PERMITS

1. Current Law

Under *current law*, a person who is at least 15-1/2 years of age and who has passed the knowledge test prescribed by the Department of Transportation (DOT) for the issuance of a driver's license may apply for an *instruction permit* [s. 343.07, Stats.]. Generally, an instruction permit may not be issued to anyone under 18 years of age unless the person is enrolled in an approved driver education and training course for the purpose of receiving training in the operation of motor vehicles. An instruction permit authorizes a person to operate a motor vehicle, except a commercial motor vehicle, school bus or type 1 motorcycle, a motor bicycle or a moped, subject to the following restrictions:

a. A permittee at least 16 years of age **must** be accompanied by a qualified instructor (as defined in s. 343.07 (5), Stats.) or by a licensed person with at least two years of licensed driving experience who occupies the seat beside the permittee. If the person accompanying the operator is a qualified instructor and the vehicle used for instruction is equipped with dual controls, up to three other persons may occupy seats in the motor vehicle other than the front seat. If the accompanying person is not a qualified instructor, one other licensed person 25 years of age or more with at least two years of driving experience may occupy a seat in the motor vehicle other than the front seat. No other persons may be in the vehicle.

b. If the permittee is under 16 years of age, the permittee **must** be accompanied by a qualified instructor or a person who is at least 21 years of age who is authorized to accompany the permittee in writing by the parent or guardian of the permittee. If the person accompanying the operator is a qualified instructor and the vehicle used for instruction is equipped with dual controls, up to three other persons may occupy seats in the motor vehicle other than the front seat. This person must occupy the seat beside the permittee. No other persons may be in the vehicle.

c. A permittee (regardless of age) may not operate a motor vehicle during hours of darkness unless accompanied by a qualified instructor or a licensed person 25 years of age or more with at least two years of driving experience who occupies the seat beside the permittee. "Hours of darkness" is defined as the period from one-half hour after sunset to one-half hour before sunrise and all other times when there is not sufficient natural light to render clearly visible any person or vehicle upon a highway at a distance of 500 feet. [s. 340.01 (23), Stats.]

2. The Substitute Amendment

The Substitute Amendment revises the qualifications for persons who must or may accompany a permittee while operating a motor vehicle. Under the Substitute Amendment, a permittee **must** be accompanied by one of the following persons, who must hold a valid regular motor vehicle operator's license, have at least two years of licensed driving experience and occupy the seat next to the permittee:

a. A qualified instructor who is at least 18 years of age. If the motor vehicle used for instruction is equipped with dual controls, up to three other persons in addition to the qualified instructor may occupy a vehicle operated by the permittee.

b. The permittee's parent, guardian or spouse who is at least 18 years of age. In addition to the parent, guardian or spouse, the permittee's immediate family members may occupy seats in the motor vehicle other than the front seat.

c. A person who is at least 21 years of age. However, if the permittee is younger than 18 years of age, the accompanying person must be designated in writing to accompany the permittee by the permittee's parent or guardian prior to the operation of the vehicle by the permittee.

[SECTION 2.]

In addition, the Substitute Amendment increases the period of validity for an instruction permit from six months to one year [SECTION 4] and increases the fee for an instruction permit from \$20 to \$25. [SECTION 11.] The restrictions under current law relating to who must accompany a permittee operating during hours of darkness, are not affected by the Substitute Amendment.

C. PROBATIONARY LICENSE

1. Current Law

Under current law, an applicant who qualifies for initial issuance of a driver's license, including passing the driving test prescribed by DOT, is issued a probationary license which generally lasts until the applicant's second birthday occurring after the date on which the probationary license is issued. (However, a person who is at least 21 years of age and has been licensed to drive in another jurisdiction for at least three years is issued a regular driver's license and not a probationary license [s. 343.085, Stats.].) During the probationary period, the number of demerit points assessed by DOT for a second or subsequent traffic conviction is increased by two demerit points. A person who accumulates an excessive number of demerit points may have his or her probationary period increased or operating privilege suspended.

2. The Substitute Amendment

The Substitute Amendment revises the eligibility requirements for a probationary license issued to an applicant for a driver's license who is under 18 years of age. These changed eligibility requirements are:

- a. The applicant must have held an instruction permit for at least six months before applying for a driver's license.
- b. The applicant may not have been convicted of a moving violation within a six-month period immediately preceding the application.
- c. The applicant must have accumulated at least 50 hours of behind-the-wheel driving experience, at least 10 of which were during hours of darkness. Each hour of behind-the-wheel driving experience while accompanied by a qualified instructor, up to five hours, is counted as two hours of behind-the-wheel driving experience.

In addition, the Substitute Amendment creates driving restrictions that apply to persons who are under the age of 18 at the time the probationary license is issued. During the first nine months following the issuance of a probationary license, or until attaining the age of 18, whichever occurs first, these licensees may not:

- a. Transport persons other than an immediate family member or persons who are authorized to accompany a person driving under an instruction permit; or
- b. Drive between the hours of 12 midnight and 5:00 a.m. unless the licensee's parent or guardian or a person who is authorized to accompany a person driving under an instruction

permit occupies the seat beside the licensee or unless the licensee is traveling between his or her place of residence, school or place of employment.

These two restrictions do not apply, under certain circumstances and with proper authentication, to a person operating a motor vehicle in the service of an organized program that, without compensation, transports teenagers to their homes.

The DOT is required to extend the two restrictions listed above for an additional six-month period if any of the following occurs while the licensee is subject to the restrictions:

- a. The licensee is convicted of an offense specified by the DOT by rule.
- b. The licensee violates one of the two restrictions in a. or b.
- c. A court or the DOT suspends or revokes the licensee's operating privilege for any reason other than a mental or physical disability. The nine-month period of restriction does not run while a person's operating privilege is suspended or revoked.

[SECTIONS 5-7.]

D. SUSPENSION FOR EXCESSIVE DEMERIT POINT ACCUMULATION

1. Current Law

Under current law, DOT may suspend a person's operating privilege for excessive demerit point accumulation if a person accumulates 12 demerit points in 12 months. During the period of a probationary license, two demerit points are added to the otherwise applicable demerit points for a second or subsequent violation of a traffic law. [s. 343.085 (3) and (5), Stats.]

2. The Substitute Amendment

Under the Substitute Amendment, the number of demerit points assessed against a person who violates a traffic law while operating under a probationary license is doubled and the DOT is required to suspend the operating privilege of a probationary licensee who accumulates 12 demerit points in 12 months. [SECTIONS 12 and 14.]

E. ENFORCEMENT OF SAFETY BELT REQUIREMENTS

1. Current Law

Under current law, a law enforcement officer may not stop or inspect a vehicle solely to determine compliance with safety belt equipment, installation or use requirements. However, a law enforcement officer may issue a citation for a safety belt violation observed in the course of a stop or inspection made for other purposes. In addition, a law enforcement officer may not

take a person into physical custody solely for a violation of those requirements. [s. 347.48 (2m), Stats.]

2. The Substitute Amendment

The Substitute Amendment provides that a law enforcement officer may stop or inspect a vehicle solely to determine compliance with safety belt equipment installation or use requirements if the driver of the vehicle reasonably appears to be under 18 years of age. [SECTION 15.]

Please contact me at the Legislative Council Staff offices if I can be of further assistance.

WF:wu

LRB or Bill No./Adm. Rule No.
AB 52Amendment No. if Applicable
ASA 1 LRB 0007/1FISCAL ESTIMATE
DOA-2048 N(R1298)
☐ ORIGINAL ☐ UPDATED
☐ CORRECTED ☒ SUPPLEMENTAL
Subject
Graduated Driver Licensing (GDL)

Fiscal Effect

State: ☐ No State Fiscal EffectCheck columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.
☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☐ Yes ☒ No

☐ Increase Existing Appropriation ☒ Increase Existing Revenues
☐ Decrease Existing Appropriation ☒ Decrease Existing Revenues
☐ Create New Appropriation
☒ Decrease CostsLocal: ☐ No local government costs
1. ☒ Increase Costs
☐ Permissive ☒ Mandatory
2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory

3. ☒ Increase Revenues
☐ Permissive ☒ Mandatory
4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:

☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others _____
☒ School Districts ☒ WTCS Districts

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☒ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

20.395(5)(c8)

Assumptions Used in Arriving at Fiscal Estimate

Conclusion

AB 52 ASA 1 will directly impact approximately 103,600 16 and 17 year old drivers. Cost and revenue impact are as follows:

The Department of Transportation (WisDOT) will incur:

- 1.) \$383,700 in one time costs
 - \$292,700 for 476 DP development days or 8 programmers for 3 months to complete computer system changes.
 - \$ 91,000 for public awareness, materials and training.
- 2.) \$46,100 net ongoing cost increase including an additional 1 FTE in DMV for additional customer contacts and processing.
- 3.) \$47,800 net ongoing revenue increase related to instruction permits processed.

Local Costs

- 1.) Courts incur an indeterminable cost increase and related revenue increase from the additional operating while suspended convictions due to an increase in demerit point suspensions.
- 2.) Courts and law enforcement will incur an indeterminable cost increase and related revenue increase from the additional safety belt convictions due to primary enforcement.
- 3.) The Wisconsin Technical College System (WTCS) will incur an indeterminable cost increase and related revenue increase from additional attendees in traffic safety school due to an increase in attendance in point reduction classes.

Long-Range Fiscal Implications

None other than ongoing cost increases.

Agency/Prepared by: (Name & Phone No.)
John Alley 266 0614Authorized Signature/Telephone No.
Roger D. Cross 266-2233Date
2/10/99

Assumptions Used in Arriving at Fiscal Estimate (continued from page 1)

Basis for Conclusion

SECTION 1 - Additional requirements for obtaining probationary license.

Assumptions

- Applicants under age 18 must have completed 50 hours driving time with 10 hours at night.
 - ♦ If with qualified instructor 1 hour equal to 2 (5 for 10 is max)
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- \$9,450 ongoing annual cost increase .3 FTE
- Indeterminable potential ongoing local cost and local revenue increase for school districts if high schools choose to offer additional driving time.

SECTION 4 - Length of instruction permits

Assumptions

- Class D (regular) instruction permits are valid for 12 months - all others stay at 6 months.
- WisDOT will need to modify the length of permit on computer systems.
- There will be an increase in DMV public phone/mail contacts related to this change.
- Longer permit results in fewer people needing to renew. There is a corresponding revenue loss and position reduction.

Fiscal Impact

- \$5,000 one time cost for DP development 8 days
- \$9,500 ongoing annual cost increase .3 FTE
- \$62,700 ongoing annual cost decrease 1.7 FTE
- \$352,200 ongoing rev decrease

SECTION 6 - Prohibits issuance of probationary license to certain individuals

Assumptions

- The department may not issue probationary licenses to anyone under 18 unless they have:
 - ♦ held an instruction permit for at least 6 months
 - ♦ no moving violations resulting in a conviction in 6 month period immediately preceding application
- WisDOT will need to modify issuance system to check for eligibility.
- There will be an increase in DMV public contacts due to this requirement and additional contacts for ineligible applicants.
- Motorcycle drivers are included.

Fiscal Impact

- \$9,300 one time cost for DP development 15 days
- \$29,000 ongoing annual cost increase .8 FTE

Assumptions Used in Arriving at Fiscal Estimate (continued from page 2)

SECTION 7 - GDL Restrictions

Assumptions

- GDL restrictions apply to any driver with a class D probationary who is under 18 as follows:
- Initial restriction period is 9 months
 - ◆ No passengers other than immediate family in the motor vehicle
 - ◆ No operation between 12 midnight and 5 a.m. unless with parent/guardian or other as defined in section 2.
- Exempts teen safe rider program participants from restrictions
 - ◆ burden is on participant to have proper documentation with them
- DMV computer systems will need to be modified to create the new restrictions and calculate the end date of the restriction.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$24,900 one time cost for DP development | 40 days |
| • \$9,500 ongoing annual cost increase | .3 FTE |
-

Assumptions

- Restrictions are extended 6 months if any of the following occur while under initial restriction period:
 - ◆ offense committed as specified by department rule for which the person is convicted
 - ◆ GDL restrictions are violated
 - ◆ suspension or revocation of the driving privilege except for physical or mental disability
 - ◆ period will not be extended for multiple violations on one day nor from suspensions for which the underlying conviction resulted in an extension.
 - ◆ Driver must be notified by 1st class mail.
- GDL restrictions apply until they expire or until driver turns 18, whichever comes first.
- DMV computer systems will need to be modified to check for violations, compare for same incident, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|----------|
| • \$94,500 one time cost for DP development | 152 days |
| • \$12,600 ongoing annual cost increase | .4 FTE |
| • \$5,200 annual mailing costs | |
-

Assumption:

- The restriction period stops while the person is suspended or revoked.
- DMV computer systems will need to be modified to check for suspension, recalculate restriction end date, update driver record accordingly and generate customer notification letter.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|---------|
| • \$54,700 one time cost for DP development | 88 days |
| • \$3,200 ongoing annual cost increase | .1 FTE |

SECTION 11 - Instruction Permit fee

Assumption

- Raises the fee for all permits other than motorcycle to \$25.
- DMV computer systems will need to be modified to change the fee in a fee table.
- There will be an increase in DMV public contacts related to this requirement.

Fiscal Impact

- | | |
|---|--------|
| • \$3,100 one time cost for DP development | 5 days |
| • \$6,300 ongoing annual cost increase | .2 FTE |
| • \$400,000 ongoing annual revenue increase | |

Assumptions Used in Arriving at Fiscal Estimate (continued from page 3)

SECTION 12 - Demerit points for probationary drivers

Assumptions

- Doubles demerit points for offenses by probationary drivers.
- DMV computer systems will need to be modified to change point calculations.
- Point doubling will result an estimated 651 new suspension cases per year which provide an ongoing cost and revenue increase from 358 reinstatements using an estimated 55% rate.

Fiscal Impact

- \$8,100 one time cost for DP development 13 days
- \$9,900 ongoing annual cost increase .3 FTE
- \$17,900 ongoing revenue increase
- Indeterminable ongoing local cost increase

SECTION 15 - Safety belt enforcement

Assumptions

- Allows law enforcement to make stop if it appears occupants are not complying with safety belt requirement and appear to be under 18 years of age.
- It is difficult to estimate the increase in traffic stops, citations, and convictions related to this new authority.

Fiscal Impact

- Indeterminable ongoing cost increase
- Indeterminable ongoing local cost increase
- Indeterminable local revenue increase

SECTION 16 - Non-statutory provisions

Assumptions

- DOT shall submit proposed rules related to GDL violations to the Legislative Council within 4 months of effective date.
- This requires WisDOT to develop new charge codes to identify GDL violations.

Fiscal Impact

- \$87,100 one time cost for DP development 140 days

SECTION 18 - Effective dates

Assumptions

- All provisions are effective the first day of the 4 month after publication except:
 - ♦ Requirement for DOT to begin working on proposed rule takes affect day after publication.
- There will be a significant need by contract programmer DP project leader to coordinate development efforts with other mandated implementations such as Year 2000 efforts and 1997 Act 84.

Fiscal Impact

- \$6,000 one time cost for DP development 15 days

OTHER FISCAL IMPACT

Assumptions

- WisDOT will coordinate a statewide informational campaign to provide information to the general public and the traffic safety community.
- WisDOT will need to create, revise and produce related forms and materials.
- DMV personnel will need to be trained on GDL laws and related system changes.

Fiscal Impact

- \$50,000 one time cost for statewide informational campaign.
- \$18,000 one time cost for overtime training of DMV field staff that can't be covered during normal hours due to short implementation time-frame.
- \$2,600 one time cost for modifications to Motorist Handbook and related materials used by the general public and traffic safety educators.
- \$20,000 one time cost to replace unused out-of-date motorist handbooks with updated stock.
- \$14,400 ongoing cost for creation/printing of program materials.

AL ESTIMATE WORKSHEET

1999 Session

Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R1298)

☐ ORIGINAL ☐ UPDATED
☐ CORRECTED ☒ SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
AB 52

Amendment No.
ASA 1

Subject **Graduated Driver Licensing (GDL)**

I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):

\$292,700 in one-time data processing development costs

\$90,900 in other implementation costs related to public awareness, materials creation and revision and training.

II. Annualized Costs:

Annualized Fiscal Impact on State funds from:

	Increased Costs	Decreased Costs
A. State Costs by Category		
State Operations - Salaries and Fringes	\$ 89,200	\$ -62,700
(FTE Position Changes)	(2.7 FTE)	(-1.7 FTE)
State Operations - Other Costs	19,600	-
Local Assistance		-
Aids to Individuals or Organizations		-
TOTAL State Costs by Category	\$ 108,800	\$ -62,700
B. State Costs by Source of Funds	Increased Costs	Decreased Costs
GPR	\$	\$ -
FED		-
PRO/PRS		-
SEG/SEG-S	108,800	-62,700
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)	Increased Rev.	Decreased Rev.
GPR Taxes	\$	\$ -
GPR Earned		-
FED		-
PRO/PRS		-
SEG/SEG-S	400,000	-352,200
TOTAL State Revenues	\$ 400,000	\$ -352,200

NET ANNUALIZED FISCAL IMPACT

STATE

LOCAL

NET CHANGE IN COSTS	\$46,100	\$Indeterminable
NET CHANGE IN REVENUES	\$47,800	\$Indeterminable

Agency/Prepared by: (Name & Phone No.)
John Alley 266-0614

Authorized Signature/Telephone No.
Roger D. Cross 266-2233

Date
02/10/99