

Fiscal Estimate Narratives
DOT 2/19/2003

LRB Number 03-0173/1	Introduction Number SB-3	Estimate Type Updated
Subject		
Human service vehicles and the specialized transportation assistance program		

Assumptions Used in Arriving at Fiscal Estimate

Conclusion:

Supplies and Services: (Annualized) \$2,180 to print forms and brochure.

Background:

SPECIALIZED TRANSPORTATION ASSISTANCE PROGRAM FOR COUNTIES (85.21 Program)

A state funded program which began in 1978. Counties are the only eligible applicants. The application cycle is annual with counties providing a 20% local match. Amount available for 2003 is \$7,925,100. Allocations are set by formula based on the proportion of the state's elderly and disabled population located in each county, subject to the following minimums: No county can receive less than 1/2% of the total annual appropriation

No county can receive an allocation smaller than they received in 1992.

Eligible expenditures are:

Directly provide service; Purchase transportation service from any public or private organization; Directly subsidize elderly or disabled passengers for their use of transportation service (user-side subsidy); Volunteer driver escort reimbursement; Reimburse elderly or disabled persons for use of their personal means of transportation, when prior approval of such transportation has been given by the county based on qualification standards which the county establishes; Perform or purchase planning or management studies on transportation; Coordinate transportation services; Perform or purchase in-service training relating to transportation service; Purchase capital equipment for transportation service.

CAPITAL ASSISTANCE PROGRAM (5310 and 85.22)

Combines federal (Section 5310) and state (s.85.22) funds to provide capital funding for specialized transit vehicles used to serve the elderly and persons with disabilities. The federal program began in 1975 and the state program began in 1978. The competitive annual grants cover 80% of the cost of eligible equipment with the grant recipient providing 20% match. Eligible applicants are:

- Private, non-profit organizations
- Local public bodies that do not have a private, non-profit organization readily available to provide transportation service
- Local public bodies that are approved as the coordinator of elderly and disabled transportation services in their service area

Approximately 30-40 applications are received each year; only 20 to 25 are usually awarded funding. The funding levels for 2002: Federal \$1,655,754, State \$ 921,900 for a total of \$2,577,654.

Basis for Conclusion:

1. Number of Human Service Vehicles and Drivers.

This proposal affects vehicles licensed as Human Service Vehicles under s. 340.01(23g): transporting elderly and disabled persons. These vehicles are issued plates bearing the "HSV" designator. There are about 2,000 HSV registered to a variety of owners, private and public, including some counties. The number of these vehicles receiving 85.21 funding is not known.

The number of HSV drivers affected by this proposal is unknown. Per the definition of HSV in 340.01(23g), these vehicles may be operated by paid drivers, to transport elderly and disabled clients. Volunteers are not considered HSV drivers.

2. Criminal background checks for drivers.

Recipients of 85.21 funds, and their subcontractors, who provide specialized transportation services with

HSVs must obtain criminal background checks for their drivers. This does not apply to 5310/85.22 recipients (and their lessees) unless they receive 85.21 funds from the county.

3. Driver Record Checks.

The proposal directs 85.21 recipients (or their subcontractors) to purchase a driver record every 4 years for each employee driving an HSV. Under s. 343.24, Stats., the fee for each record is \$5. This does not apply to 5310/85.22 recipients (and their lessees) unless they receive 85.21 funds from the county.

4. DOT will develop a "driver self-certification" form and informational brochure for employers to give to current and potential drivers. The material will provide information about the eligibility and minimum incident requirements (specific convictions, crashes, etc.) for the driver. It will also include information on obtaining the criminal background check from DOJ and the driver record abstract from DMV. Printing 20,000 forms @ \$0.104 = \$2,080. (Compare to DHFS form HFS-64 Background Informational Disclosure or DOT form MV3027 Occupational License and MV3505 informational brochure.) It will also modify the 85.21 application to include a self-certification form for counties regarding these requirements for about \$100. Total \$2,180.

Because of the small volume of owners, DOT will not set up the optional informational-800-number.

5. Vehicle inspection and registration.

Under current law [s.110.05(2)] it is the responsibility of the owner to have the HSV inspected by the Division of State Patrol annually. No HSV can be operated unless the current inspection sticker is displayed on the vehicle.

Currently DOT/DMV requests proof of the inspection at original registration. To implement this proposal proof of inspection will now be requested at renewal of registration, by mail. No data processing development is needed at this time to accomplish that process.

6. Vehicle funding by counties.

Counties use 85.21 funding almost exclusively for transportation services, not necessarily for the purchase of capital equipment/vehicles. DOT/DTIM would require grantees under s. 85.21 to certify as a condition of receiving funding that they are in compliance with this proposal. DTIM would not review or approve local policies and procedures, but would withhold future funding if it was discovered a county was not in compliance.

No DOT oversight would be provided for HSVs operated by other agencies or services not receiving state funding from DTIM.

The initial applicability of the proposal is for contracts entered into on the effective date of the subsection. Contracts for funding are annual so it will take up to a year for all counties to be affected.

7. Local costs Counties will need to absorb the costs to: verify vehicle operating records and criminal background checks (prior to employment and once every four years thereafter), assure their subcontractors are not in violation of this bill in the previous 12 months (or have remedied the violation not later than 30 days after the STS received notification of the violation) before entering into a contract, provide training (every two years), issue ID cards, monitor driving hours per driver, maintain accident reports (under 346.923) and suspension/revocation reports (under 346.923).

In addition, they will need to audit their specialized service contractors to assure compliance. Many specialized transportation providers have severe budget and staffing constraints due to high insurance costs, driver turnover, etc. They may also have to absorb some of these costs.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2003 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
None.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	
(FTE Position Changes)			
State Operations - Other Costs		2,180	
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$2,180	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S		2,180	
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$2,180	\$
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By		Authorized Signature	Date
DOT/ Eileen Ostrowsky (608) 266-1449		Carol Buckmaster (608) 267-6979	2/19/2003