

Fiscal Estimate Narratives

DOT 11/26/2013

LRB Number	13-1918/3	Introduction Number	AB-0492	Estimate Type	Original
Description Motor vehicle adaptive equipment for drivers with physical disabilities and providing a penalty					

Assumptions Used in Arriving at Fiscal Estimate

Currently, DMV may require a road test (often referred to as a "Special Exam") when, due to information from medical professionals, law enforcement or other appropriate personnel, the DMV has reason to question whether an applicant has the ability to safely operate a motor vehicle. This includes adaptive equipment. This bill creates requirements in addition to any DMV actions taken.

The Association for Driver Rehabilitation Services (ADRS) is a nonprofit corporation in North Carolina, which is organized to support professionals working in the field of transportation equipment modifications for persons with disabilities through education and information dissemination. The National Mobility Equipment Dealer's Association (NMEDA) is a nonprofit trade association of mobility equipment dealers, manufacturers, driver rehabilitation specialists and other professionals dedicated to expanding opportunities for people with disabilities to drive or be transported in vehicles modified with mobility equipment.

This bill prohibits licensing a driver who requires adaptive equipment unless he or she has completed a driving evaluation by an ADRS-trained health care professional and the adaptive equipment is inspected by the same ADRS-trained health care professional. The bill prohibits the installation of adaptive equipment by anyone other than an NMEDA-accredited installer, and only if the driver has been evaluated by an ADRS-trained health care professional. It is unknown how many ADRS-trained health care professionals are qualified driving instructors in this state. It appears there are currently 4 NMEDA-approved dealers operating at 7 locations in the state of Wisconsin.

The addition of required documentation for driver licenses and tracking of additional ADRS-trained driving instructors and NMEDA-accredited adaptive equipment installers would result in a minimal administrative impact for DMV. There are approximately 220 applications of this type per year (approximately 10% of the total special exams), and this bill would result in less than one-half of one additional FTE for the Medical Review Unit and Field. It is unknown how many additional Driver Instructors would need to be added to and monitored in the Driver Training School database or how many instructors are ADRS-trained, but if 60 new occupational therapists or physicians applied (a 5% increase in the current number of instructors), it would result in an annual administrative cost of \$437.08.

Long-Range Fiscal Implications

If 60 new occupational therapists or physicians apply to be driver training instructors (a 5% increase in the current number of instructors), it would result in an annual cost of \$437.08. The Medical Review Unit and Field costs, referenced in the assumptions section, would continue on an annual basis (\$2,684.19 per year).

Fiscal Estimate Worksheet - 2013 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

LRB Number 13-1918/3		Introduction Number AB-0492	
Description Motor vehicle adaptive equipment for drivers with physical disabilities and providing a penalty			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): \$437.08 for review of new Driver Training School instructors at point of the effective date of this bill.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes	\$3,121		\$
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$3,121		\$
B. State Costs by Source of Funds			
GPR	0		
FED			
PRO/PRS			
SEG/SEG-S (20.395(5)(cq))	3,121		
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	\$0		\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues	\$0		\$
NET ANNUALIZED FISCAL IMPACT			
	<u>State</u>	<u>Local</u>	
NET CHANGE IN COSTS	\$3,121		\$
NET CHANGE IN REVENUE	\$0		\$
Agency/Prepared By		Authorized Signature	Date
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