

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

ORIGINAL  UPDATED  
 CORRECTED  SUPPLEMENTAL

FISCAL ESTIMATE  
DOA-2048 N(R1298)

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 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 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

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.

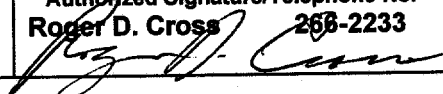
Long-Range Fiscal Implications

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 1<sup>st</sup> 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     UPDATED  
 CORRECTED     SUPPLEMENTAL

LRB 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:	
	Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>		
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		-
<b>TOTAL State Costs by Category</b>	<b>\$ 129,200</b>	<b>\$ -62,700</b>
<b>B. State Costs by Source of Funds</b>	<b>Increased Costs</b>	<b>Decreased Costs</b>
GPR	\$	\$ -
FED		-
PRO/PRS		-
SEG/SEG-S	129,200	-62,700
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)</b>	<b>Increased Rev.</b>	<b>Decreased Rev.</b>
GPR Taxes	\$	\$ -
GPR Earned		-
FED		-
PRO/PRS		-
SEG/SEG-S	400,000	-352,200
<b>TOTAL State Revenues</b>	<b>\$ 400,000</b>	<b>\$ -352,200</b>

**NET ANNUALIZED FISCAL IMPACT**

	STATE	LOCAL
NET CHANGE IN COSTS	\$66,500	\$Indeterminable
NET CHANGE IN REVENUES	\$47,800	\$Indeterminable

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