

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

Amendment No. if Applicable
ASA 1 LRB 0007/1

FISCAL ESTIMATE
DOA-2048 N(R1298)

ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

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
 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)(c9)

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 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 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 266-2238 	Date 02/10/99
---	---	------------------