

LRB or Bill No./Adm. Rule No. SB95 (99-2118/2)
Amendment No. if Applicable

FISCAL ESTIMATE
DOA-2048

- ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

Subject Relating to driving a motor vehicle while under the influence of an intoxicant and providing penalties.

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:

- The proposal creates a 2-tiered penalty structure for 1st, 2nd, 3rd, 4th and subsequent OWI offenses, based on an Alcohol Concentration (AC) lower than, or equal to/greater than 0.18.
- Impact on:
 - Division of Motor Vehicles: Indeterminable.
 - Division of State Patrol: Indeterminable.
- Local government: Indeterminable.

Basis for Conclusion

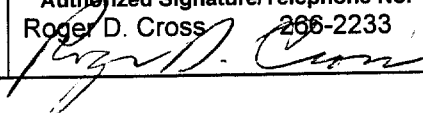
- The higher fines and longer jail time could result in an unknown increase in test refusals, failure-to-pay forfeiture withdrawals, and more operating after revocation (OAR) and operating while suspended (OWS) cases.
- There would be some modifications to forms and training for the Division of State Patrol. These minimal costs would be absorbed within existing budget.
- By changing the forfeiture for a 1st offense to a fine, about 1/2 of the 1st offense cases, or about 22,000 cases, would go to circuit court. This would result in reduced revenue and costs for the municipal courts and local governments, but increased revenue and costs for the circuit courts and the school fund. The change is indeterminable.

Long-Range Fiscal Implications

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

Date
3/29/99



FISCAL ESTIMATE WORKSHEET

Detailed Estimate of Annual Fiscal Effect
DOA-2047

ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

1999 Session

LRB or Bill No./Adm. Rule No.
SB95

Amendment No.

Subject Relating to driving a motor vehicle while under the influence of an intoxicant and providing penalties.

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

II. Annualized Costs:

A. State Costs by Category

State Operations - Salaries and Fringes

Annualized Fiscal impact on State funds from:

Increased Costs

Decreased Costs

\$ 0

\$ -

(FTE Position Changes)

(FTE)

(- FTE)

State Operations - Other Costs

-

Local Assistance

-

Aids to Individuals or Organizations

-

TOTAL State Costs by Category

0

\$ - 0

B. State Costs by Source of Funds

Increased Costs

Decreased Costs

GPR

\$

\$ -

FED

-

PRO/PRS

-

SEG/SEG-S

-

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

-

TOTAL State Revenues

\$ 0

\$ - 0

NET ANNUALIZED FISCAL IMPACT

STATE

LOCAL

NET CHANGE IN COSTS

\$ 0

\$ 0

NET CHANGE IN REVENUES

\$ 0

\$ 0

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3/29/99