

P

**(Base) Agency:** DOT - Motor Vehicles  
Driver's License Withdrawal - Funding

**Recommendations:**

**Paper No. 956:** Alternative 2(a)&(b) (i.e. not (c))

**Comments:** Alternative 2 essentially approves the gov's recommendations, but at the real costs to - not inflated cost estimates from DOT and the gov (see FB paragraphs 9 & 10 and ask them to explain).

DMV has taken a few budgetary hits in the last four years, and the leadership at DOT seems to view customer service (i.e. for the public, not the road builders) as a low priority when deciding how to allocate discretionary dollars, so there is some merit to increasing the direct appropriation for DMV.

Plus, Alternative 2 saves \$420,000 from the transportation fund (as compared to the gov's proposal) for use on something more important.

Of course, you could stick it to DMV once again and approve either alternative 4 or 5.

**((note: you don't consider alternative 2(c) here because that issue - 3<sup>rd</sup> party testing for class D licenses - is coming up later (Paper #958), and you want to see what happens there))**

**Burke Motion:** At your request, FB has drafted a motion to double the DOT counter fee - from \$5 to \$10. While this would provide a fair amount of revenue, DOT says they only need to charge \$5 to cover their costs of dealing with people in person (i.e. titles, registrations and renewals). So, you would be doing it solely to encourage mail and email contacts with DOT. However, DOT estimates that the increased fee wouldn't cause that big of a decrease in the number of people who take care of business in person - mostly older people who vote. But, I can pretty much guarantee that DMV employees would go out of their way to give you credit for the \$10 counter fee when people complained about it. Plus, I doubt you'd have the votes to do this as a stand-alone motion. In other words, unless you really feel strongly about this, I would either drop it entirely or try to wrap it into the bigger transportation package.

prepared by: Barry



## Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

May 11, 1999

Joint Committee on Finance

Paper #956

### Driver's License Withdrawal for Failure to Pay a Forfeiture -- Funding Level (DOT -- Motor Vehicles)

[LFB 1999-01 Budget Summary: Page 596, #3]

#### **CURRENT LAW**

The Division of Motor Vehicles (DMV) is responsible for matters related to vehicle registration and titling and driver licensing. The Division's base SEG budget is \$65,406,200.

#### **GOVERNOR**

Provide \$868,300 SEG and 2.0 SEG positions in 1999-00 and \$902,900 SEG and 3.0 SEG positions in 2000-01 for processing requests to suspend and revoke driver's licenses for failure to pay fines and forfeitures. According to the Executive Budget Book, part of the funding and positions provided in this item reflects a reallocation of resources from other DOT programs, as follows: (a) \$118,300 and 2.0 positions annually from the Office of Organizational Development Services, reflecting the elimination of two vacant positions in that Office; and (b) \$34,600 and 1.0 position in 2000-01 from DMV's Bureau of Field Services, reflecting the expected savings from implementing third-party skills testing for "Class D" license (noncommercial vehicles) skills tests. The remaining \$750,000 annually is not associated with any other budget recommendation.

#### **DISCUSSION POINTS**

1. DOT's budget request included the provision of funding for processing license withdrawal orders. In requesting the funding, DOT argued that an increase in the number of license withdrawal orders (suspensions and revocations) during the past several years, particularly those related to the failure to pay forfeitures, has placed a burden on the Department. The total number of license withdrawals has increased by about 12% in four years, while the number of suspensions for

the failure to pay a nontraffic-related forfeiture has increased by about 51% during the same period. There is currently a 50-day delay between the time a court issues a suspension order and the time the suspension is processed.

2. The amount that DOT requested was \$603,800 in 1999-00 and \$1,207,600 in 2000-01. This amount was based on an estimate of the cost to process all suspension orders related to the failure to pay forfeitures. The requested funding was included in conjunction with a proposal that a fee be charged to courts that order the suspension of a person's driver's license for the failure to pay a forfeiture for a nontraffic offense. DOT proposed that the fee become effective on January 1, 2000, halfway through the first fiscal year. In requesting the funding for processing suspensions, DOT requested half of the annualized amount of the cost to coincide with the initial applicability of the court fee.

3. DOT indicates that the increase in suspension orders has required the Department to reallocate resources within DMV to processing these orders. This has meant that fewer resources are available for performing DMV's other activities, such as driver's license issuance and renewal and vehicle title and registration processing. Partly because of this reallocation, DMV indicates that there are currently significant delays in the time it takes to process other services for the public. For instance, in the eight largest DMV service centers, where a computerized queuing system allows data to be collected on wait times, about 20% of people wait more than 40 minutes for their case to be handled.

4. Although the requested funding was associated with processing license withdrawals, DOT indicates that resources are frequently shifted, as the needs arise, between the various activities performed by DMV. DMV indicates that processing license withdrawals is actually a lower priority than many of the Division's other activities, and so the additional funding may be used elsewhere. Consequently, it may be appropriate to view the increase in funding as being for DMV's general operating budget.

5. The amounts provided by the bill would be \$264,500 higher than the amount requested by DOT for 1999-00 and \$304,700 lower than the amount requested in 2000-01. DOA indicates that these amounts were provided in the context of overall limits that the Governor placed on the increases provided for DOT's operating divisions. DMV was not provided as much as had been requested over the biennium in order to stay under these limits.

6. The bill would provide \$780,800 annually for supplies and services and \$87,500 in 1999-00 and \$122,100 in 2000-01 for salary and fringe benefit costs associated with 2.0 positions in 1999-00 and 3.0 positions in 2000-01. DOT indicates that the supplies and services funding would be used to pay the salary and fringe benefits of new employees while they are in training, whereas normally base salary and fringe benefit funding is used for this purpose. This would allow the base salary and fringe benefit funding that would have been spent on trainees to be used on line workers, which would increase the number of worker-hours spent on providing services for the public.

7. The DMV budget has been held relatively constant, or been reduced, in recent years. In the 1995-97 budget, DMV's base budget was decreased by \$4,793,400 annually as part of an initiative to reduce the base budget of many state agencies. In addition, the budget did not provide additional funding to account for postage inflation, which had been estimated to cost \$1,012,900 over the biennium. In the 1997-99 budget, an increase of \$1,370,100 was provided to account for license plate inflation and an increase in the estimated volume of license plates issued, but no other increase was provided for base DMV functions.

8. Some activities that account for large increases in the Division's workload also produce revenue. For instance, there is a \$40 fee for an occupational license and a \$50 fee for license reinstatement following suspension or revocation. Between 1994 and 1998, revenue from these two sources grew by about \$0.8 million, from \$3.5 million to \$4.3 million. In part, the purpose of these fees is to compensate DOT for doing the work needed to provide these services. However, the revenue is deposited in the transportation fund and is not automatically appropriated to DMV. Providing additional resources to DMV would allow the Division a share of the revenue generated by the increased workload.

9. Since increases in the number of license withdrawals and the associated license reinstatements have been the most significant factors in the Division's increasing workload, one alternative to the bill may be to base the additional DMV funding on the cost to process these increases. The number of license suspensions and revocations was about 335,000 in 1998, which was about 35,500 higher than the number in 1994. The direct, additional cost to process this number of license withdrawals and the associated reinstatements is \$539,600, or \$15.20 per case.

10. In addition to the \$750,000 annually in supplies and services funding, the bill would also allocate to DMV's operating budget the savings, including positions and funding, associated with other initiatives in the DOT's budget. The elimination of two vacant positions, and the associated supplies and services funding, in the Office of Organizational Development Services would allow \$118,300 and 2.0 positions annually to be provided to DMV. Similarly, the implementation of third-party skills testing for "Class D" license skills tests would allow \$34,600 and 1.0 position in 2000-01 to be reallocated within DMV. If the Legislature does not adopt these initiatives, the associated funding and positions could still be provided for DMV's operating budget, but in this case a real increase in resources, rather than simply a reallocation, would be required. These savings, however, could also be reallocated for other purposes within DOT's budget.

11. The budget decisions affecting DMV in the past two biennia were made in the context of trying to minimize the revenue increases needed to fund other DOT programs. Due to budget reductions in DMV and other areas, revenue increases and additional federal highway aid, funding increases have been possible for many DOT programs. Since the current budget does not propose any substantial revenue increases, budgetary decisions will involve prioritizing the current revenue among DOT programs. This includes deciding whether it is more important to "buy back" the impact of prior budget reductions or to provide further increases for programs that received increases in the last two budgets.

12. DOT indicates that the impact of retaining base funding for DMV's general operations budget would be that the current delays in processing license suspensions and the wait times at DMV service centers would not improve and may grow worse, depending upon future changes in the Division's workload.

**ALTERNATIVES TO BASE**

*NO*  
1. Approve the Governor's recommendation to provide \$868,300 SEG and 2.0 SEG positions in 1999-00 and \$902,900 SEG and 3.0 SEG positions in 2000-01 for the Division of Motor Vehicles' operating budget.

<b>Alternative 1</b>	<b>SEG</b>
<b>1999-01 FUNDING</b> (Change to Base)	\$1,771,200
[Change to Bill]	0]
<b>2000-01 POSITIONS</b> (Change to Base)	3.00
[Change to Bill]	0.00]

*OK*  
2. Provide the following amounts for the Division of Motor Vehicles' operating budget: (a) \$539,600 SEG annually, which is the estimated direct cost of processing 35,500 license withdrawals and associated license reinstatements; (b) \$118,300 SEG and 2.0 SEG positions annually, which is the savings resulting from eliminating two vacant positions, and associated salary, fringe benefit and supplies and services funding, in DOT's Office of Organizational Development Services; and (c) \$34,600 SEG and 1.0 SEG position in 2000-01, which is the savings resulting from implementing third-party testing for "Class D" driver's license skills tests.

<b>Alternative 2</b>	<b>SEG</b>
<b>1999-01 FUNDING</b> (Change to Base)	\$1,350,400
[Change to Bill]	- \$420,800]
<b>2000-01 POSITIONS</b> (Change to Base)	3.00
[Change to Bill]	0.00]

*OK*  
3. Provide the following amounts for the Division of Motor Vehicles' operating budget: (a) \$118,300 SEG and 2.0 SEG positions annually, which is the savings resulting from eliminating two vacant positions, and associated salary, fringe benefit and supplies and services funding, in DOT's Office of Organizational Development Services; and (b) \$34,600 SEG and 1.0 SEG position in 2000-01, which is the savings resulting from implementing third-party testing for "Class D" driver's license skills tests.



**(Base) Agency: DOT - Motor Vehicles**  
**Driver's License Withdrawal - Court Fee**

**Recommendations:**

**Paper No. 957: Alternative 3**

**Comments:** Courts have been suspending and revoking more drivers' licenses lately for failures to pay forfeitures, etc., and DOT says this is causing them a lot of extra work and they need more money to deal with the situation.

The gov proposed making circuit and municipal courts pay a fee (which would end up being about \$10) for each order of the court suspending or revoking a driver's license. Obviously, the judges and court managers don't like this, and it could have a chilling affect on a judge's ability to use all legal tools available to him or her to get people to comply with the law.

Alternative 3 gives DOT the extra funding they legitimately need to deal with the increased workload, and doesn't unnecessarily burden and hinder the courts. Paragraph 12 in the FB memo says that increasing the reinstatement fee from \$50 to \$60 (i.e. Alternative 3) would generate the extra revenue needed and it makes sense because the current \$50 fee does not even cover the full costs of processing suspensions and revocations.

((note: Dextra, the new City of Milwaukee lobbyist, called late Friday and vociferously made his case against either the gov's proposal or alternative 3. He said they both had a "horrible negative impact on society." I'll call Curley, but I don't think Dextra was representing the City's official position with respect to alternative 3. It was very odd.))

prepared by: Barry

<u>Alternative 3</u>		<u>SEG</u>
1999-01 FUNDING (Change to Base)		\$271,200
	[Change to Bill	- \$1,500,000]
2000-01 POSITIONS (Change to Base)		3.00
	[Change to Bill	0.00]

064.

Maintain current law.

<u>Alternative 4</u>		<u>SEG</u>
1999-01 FUNDING (Change to Base)		\$0
	[Change to Bill	- \$1,771,200]
2000-01 POSITIONS (Change to Base)		0.00
	[Change to Bill	- 3.00]

Prepared by: Jon Dyck

MO# 2ab

2 BURKE	(Y)	N	A
1 DECKER	(Y)	N	A
JAUCH	(Y)	N	A
MOORE	(Y)	N	A
SHIBILSKI	(Y)	N	A
PLACHE	(Y)	N	A
COWLES	(Y)	N	A
PANZER	(Y)	N	A
GARD	Y	(N)	A
PORTER	Y	(N)	A
KAUFERT	Y	(N)	A
ALBERS	Y	(N)	A
DUFF	Y	(N)	A
WARD	Y	(N)	A
HUBER	(Y)	N	A
RILEY	(Y)	N	A

AVE 10 NO 6 ABS



## Legislative Fiscal Bureau

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May 11, 1999

Joint Committee on Finance

Paper #957

### **Driver's License Withdrawal for Failure to Pay a Forfeiture -- Court Fee (DOT -- Motor Vehicles)**

[LFB 1999-01 Budget Summary: Page 597, #4]

#### **CURRENT LAW**

Courts may issue an order suspending the driver's license of a person who fails to pay a forfeiture, or any associated assessments, imposed upon a conviction for certain traffic or nontraffic offenses. Generally, the license may be suspended until the forfeiture and assessments are paid, but may not be suspended for more than five years. [DOT anticipates that a provision of 1997 Act 84 that reduces the maximum period of suspension from five years to two years will be implemented by January 1, 2000. A provision of Act 84 gives the Department the authority to implement portions of the Act prior to the general effective date, when the necessary computer system modifications are made.]

In cases involving adults, in addition to (or instead of) suspending a person's driver's license for the failure to pay a forfeiture, courts may: (a) order the person to pay the amount that is owed in installments; (b) order the person to perform community service; (c) order that the payment of the amount owed be suspended or permanently stayed, if the court finds that the person's failure to pay is for good cause; or (d) imprison the person for up to 90 days. In cases involving juveniles, in addition to (or instead of) suspending a person's driver's license, courts may suspend the person's hunting or fishing licenses. Courts may order dispensations other than the payment of forfeitures, including community service or alcohol abuse education, in cases involving juveniles who violate ordinances or criminal statutes.

Upon receiving notice of an order to suspend a person's driver's license, DOT suspends the license. If the person does not currently hold a valid license, the person's operating privilege is suspended, which precludes the person from receiving a license. When the person pays all outstanding forfeitures and assessments, or the period of suspension expires, the person's license



can be reinstated. There is a \$50 fee for reinstatement, in addition to any fee for license renewal or issuance.

## GOVERNOR

Require DOT to promulgate an administrative rule to develop and administer a system for charging a fee to circuit courts and municipal courts for each order of the court that suspends or revokes a person's driver's license solely for the failure to pay a forfeiture imposed for violating a local ordinance that is unrelated to the violator's operation of a vehicle. Specify that the amount of the fee established by the rule may not exceed the cost of processing a license suspension or revocation order. Prohibit DOT from processing such an order unless the court has paid any fee required by the rule.

Provide that, where courts currently have the authority to suspend or revoke a person's driver's license for the failure to pay a forfeiture imposed for the violation of an ordinance not related to driving, this authority is subject to payment of any applicable fee required by DOT's administrative rule.

Permit circuit courts and municipal courts to require a person to pay a fee when his or her license is ordered suspended or revoked under these circumstances. Specify that such a fee may not exceed the amount of the fee that the court is required to pay to DOT for ordering the suspension or revocation.

Specify that these provisions would first apply to suspensions and revocations ordered on the effective date of DOT's rule.

## DISCUSSION POINTS

1. The rules the bill would require DOT to develop would charge courts a fee for every order issued by the court to suspend a person's license for the failure to pay a forfeiture imposed for an offense unrelated to the operation of a vehicle. Courts may currently suspend a person's license for offenses that are unrelated to driving, such as underage drinking or truancy, but no fee could be imposed for these orders since they are not related to the failure to pay a forfeiture.

2. DOT indicates that the total cost of suspending licenses, when overhead costs are included, is about \$9.50 per suspension, although the Department has not yet calculated how much the fee would be. DOT also indicates that, sometime in the next several years, computer improvements will make it possible for courts to file suspension orders with the Department electronically. This is expected to reduce costs, which would also reduce the amount of the fee, although the amount of the reduction has not been determined.

3. The number of suspensions of the type that would be subject to the court fee under the bill has increased substantially over the last several years. The number of such suspensions

increased by 78% between 1993 and 1998, from 32,564 to 57,932. The rate of growth in this type of suspension has also been greater than the overall growth in license suspensions. In 1993, these suspensions accounted for 11.7% of all suspensions and revocations, while in 1998, they accounted for 17.3%.

4. DOT indicates that the rapid increase in the number of suspension orders has forced the Department to divert resources away from DMV services that are delivered to the general population, such as service centers and vehicle title issuance, toward the processing of license suspensions. The Department argues that this diversion of resources has caused a decline in the satisfaction with DMV service.

5. Only about 40% of people whose license is suspended for the failure to pay a forfeiture reinstate their license within four years, which likely means that a significant proportion of those people do not pay. These people may be likely to continue driving after their license is suspended. The number of citations issued for driving with a suspended or revoked license increased by 42% between 1993 and 1998, which may be a reflection of the increase in the number of licenses suspended for the failure to pay a forfeiture.

6. The proposed fee would address some of DOT's concerns with the current system of license suspension. First, it would compensate the Department for the cost of processing the suspension orders. Although the revenue would not be automatically appropriated for this purpose, it would be deposited in the transportation fund and could be appropriated by the Legislature. Second, the fee may reduce the number of suspension orders, since courts may be reluctant to pay the fee in cases where it seems unlikely that the defendant will pay the forfeiture. A reduction in the number of suspension orders may make it less necessary to divert resources away from other DMV services to pay the cost of processing the orders.

7. Although processing suspension orders that result from the failure to pay forfeitures places a burden on DOT, it may have been the intent of the Legislature, when it authorized such suspensions, to use state resources to assist local governments in collecting unpaid forfeitures. If it continues to be the intent of the Legislature to offer this service at no cost to local governments, then the court fee would be inconsistent with this intent. Instead, the Legislature could provide funding to pay the cost of the increase in the number of suspension orders. The bill would provide \$868,300 and 2.0 positions in 1999-00 and \$902,900 and 3.0 positions in 2000-01 for DMV's general operating budget, in part, to cover the increased cost of processing license suspension orders.

8. DOT already receives some revenue associated with suspending driver's licenses. The \$50 license reinstatement fee provides a source of transportation fund revenue that would not be available if licenses were not suspended. However, the \$50 fee does not completely compensate DOT for processing license suspensions and reinstatements. This is because not all license suspensions result in reinstatement. Further, it is not unusual for a license to be suspended several times before it is reinstated. When the license is reinstated, each of these suspensions must be cleared. Since each suspension takes time to process and then clear, and only one \$50 reinstatement fee is charged, the fee is often not sufficient to pay the entire cost of the suspension and

reinstatement. However, at least some of the cost of processing the suspension and reinstatement is recovered from the person whose license was suspended.

9. DOT estimates that the total, annual cost of processing suspensions, revocations, license reinstatements and occupational licenses is over \$15 million. This includes the cost of staff time taken to answer inquiries regarding license withdrawal and reinstatement over the phone and at DMV service centers, as well as departmental overhead costs associated with these functions. The total amount of revenue from license reinstatement and occupational license fees is about \$4.3 million.

10. While the person whose license is suspended may pay a portion of the cost of processing the suspension if the license is reinstated, the courts who order the suspension do not pay. It may be desirable to offer this service to local governments, but a service that is offered at no charge may be overused. Although they would rather not pay, it seems likely that local governments would pay for a service that helps collect unpaid forfeitures. Currently, DOT suspends vehicle registrations of people who do not pay parking tickets. Despite the fact that municipalities must pay a \$5 fee for this service, the number of registration suspensions has generally increased over the past five years. If the Committee believes that some fee would be appropriate to discourage courts from ordering suspensions in cases where payment of the forfeiture seems unlikely, but that a fee covering the full cost would be too high, the fee could be limited to the cost of processing the suspension or \$5, whichever is lower.

11. The bill would give the courts the authority to charge a fee to the person whose license is being suspended to recover all or a part of the cost of paying the fee to DOT. Some representatives of the courts have argued that people who do not pay forfeitures would be unlikely to pay this additional fee. In this case, the entire cost would be borne by the courts. However, if it is unlikely that the person would pay the fee to the court, it may also be unlikely that the person would pay the forfeiture and the license reinstatement fee. In these cases, license suspension may be an ineffective sanction for the courts to impose.

12. One alternative to the court fee that would increase revenue to support the costs of license suspension would be to increase the reinstatement fee by \$10, from \$50 to \$60. This revenue would be deposited in the transportation fund and could be appropriated for DMV to pay the cost of the suspensions and reinstatements. Since DOT indicates that the \$50 fee (plus revenue from occupational license fees) does not cover the full cost of processing suspensions, revocations, reinstatements and occupational licenses, raising the reinstatement fee would allow some of the additional cost to be covered. If the number of people filing applications for reinstatement stays at the same level as in 1998 (about 70,000), then raising the reinstatement fee by \$10 would produce about \$700,000 on an annual basis.

13. While increasing the reinstatement fee would increase the revenue associated with processing license suspensions and reinstatements, it would likely not reduce the number of license suspensions ordered in cases where payment of the underlying forfeiture is unlikely. It would also require persons who comply with the court's judgement to pay for more of the costs of processing

the license suspensions for those who do not comply with the court's judgement.

**ALTERNATIVES TO BASE**

*NO* 1. Approve the Governor's recommendation to require DOT to promulgate an administrative rule to develop and administer a system for charging a fee to circuit courts and municipal courts for each order of the court that suspends or revokes a person's driver's license solely for the failure to pay a forfeiture imposed for violating a local ordinance that is unrelated to the violator's operation of a vehicle. Specify that the amount of the fee established by the rule may not exceed the cost of processing a license suspension or revocation order. Prohibit DOT from processing such an order unless the court has paid any fee required by the rule. Permit circuit courts and municipal courts to require a person to pay a fee when his or her license is ordered suspended or revoked under these circumstances.

*NO* 2. Approve the Governor's recommendation to require DOT to promulgate an administrative rule to develop a fee charged to circuit courts or municipal courts for each order of the court that suspends or revokes a person's driver's license solely for the failure to pay a forfeiture imposed for violating a local ordinance that is unrelated to the violator's operation of a vehicle, but limit the amount of the fee to the cost of processing the suspension or \$5, whichever is less.

*#1* 3. Raise the license reinstatement fee by \$10, first applying to applications for reinstatement on the first day of the third month beginning after the effective date of the bill. Increase estimated transportation fund revenue by \$466,700 in 1999-00 and \$700,000 in 2000-01 to reflect this change.

<b>Alternative 3</b>	<b>SEG</b>
1999-01 REVENUE (Change to Base)	\$1,166,700
[Change to Bill]	\$1,166,700]

*OK* 4. Maintain current law.

MO# Alt. 1

BURKE	Y	<input checked="" type="radio"/> N	A
DECKER	Y	<input checked="" type="radio"/> N	A
JAUCH	Y	<input checked="" type="radio"/> N	A
MOORE	Y	<input checked="" type="radio"/> N	A
SHIBILSKI	<input checked="" type="radio"/> Y	N	A
PLACHE	Y	<input checked="" type="radio"/> N	A
COWLES	Y	<input checked="" type="radio"/> N	A
PANZER	Y	<input checked="" type="radio"/> N	A
GARD	<input checked="" type="radio"/> Y	N	A
PORTER	Y	<input checked="" type="radio"/> N	A
KAUFERT	Y	<input checked="" type="radio"/> N	A
ALBERS	<input checked="" type="radio"/> Y	N	A
DUFF	Y	<input checked="" type="radio"/> N	A
WARD	<input checked="" type="radio"/> Y	N	A
HUBER	Y	<input checked="" type="radio"/> N	A
RILEY	Y	<input checked="" type="radio"/> N	A

MO# Alt. 2

BURKE	Y	<input checked="" type="radio"/> N	A
DECKER	Y	<input checked="" type="radio"/> N	A
JAUCH	Y	<input checked="" type="radio"/> N	A
MOORE	Y	<input checked="" type="radio"/> N	A
SHIBILSKI	Y	<input checked="" type="radio"/> N	A
PLACHE	Y	<input checked="" type="radio"/> N	A
COWLES	Y	<input checked="" type="radio"/> N	A
PANZER	<input checked="" type="radio"/> Y	N	A
GARD	<input checked="" type="radio"/> Y	N	A
PORTER	Y	<input checked="" type="radio"/> N	A
KAUFERT	<input checked="" type="radio"/> Y	N	A
ALBERS	Y	<input checked="" type="radio"/> N	A
DUFF	Y	<input checked="" type="radio"/> N	A
WARD	<input checked="" type="radio"/> Y	N	A
HUBER	Y	<input checked="" type="radio"/> N	A
RILEY	Y	<input checked="" type="radio"/> N	A

Prepared by: Jon Dyck

AYE 4 NO 12 ABS

AYE 5 NO 11 ABS

TRANSPORTATION -- MOTOR VEHICLES

License Suspension for Failure to Pay a Forfeiture  
[Papers #956 and #957]

Motion:

Move to eliminate the authority of courts to suspend driver's licenses solely for the failure to pay a forfeiture imposed for violating a local ordinance that is unrelated to the violator's operation of a vehicle, effective with cases adjudicated on the first day of the second month following the effective date of the bill. Decrease estimated transportation fund revenue by \$289,700 in 1999-00 and \$1,158,600 in 2000-01 to reflect a decrease in the number of license reinstatement fees collected.

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Note:

This motion would eliminate the court's authority to order license suspension for the failure to pay a forfeiture imposed for violating a nontraffic-related ordinance. A decrease in the number of license suspensions would result in a decrease in the number of licenses subsequently reinstated, which would reduce transportation fund revenues by an estimated \$289,700 in 1999-00 and \$1,158,600 in 2000-01.

[Change to Bill: *-\$1,448,300 SEG-REV*]  
[Change to Base: *-\$1,448,300 SEG-REV*]



MO#

706

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE 7 NO 9 ABS

**(Base) Agency:** DOT - Motor Vehicles  
Third-Party Skills Testing for Class D  
Driver's Licenses

**Recommendations:**

**Paper No. 958:** Alternative 4 (no action needed)

Comments: This is Sen. Plache's issue, and she should really take the lead.

I think she wants to maintain current law (i.e. alternative 4), and FB feels that sentiment will carry the day.

The biggest concern about letting private companies give kids driver's tests and award their licenses is that it seems likely that an applicant would pass on the 2<sup>nd</sup> or 3<sup>rd</sup> try because they paid some exorbitant repeat fee rather than because their skills improved. But, on the other hand, it wouldn't be fair to prohibit private driving training companies from administering the drivers' test when other 3<sup>rd</sup> party entities could do it (see paragraph 7). So, it's best to just leave well enough alone and maintain current law.

Plus, alternative 4 saves \$34,600 (compared the gov) for more important uses later

prepared by: Barry



## Legislative Fiscal Bureau

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May 11, 1999

Joint Committee on Finance

Paper #958

### Third-Party Skills Testing for Class D Driver's Licenses (DOT -- Motor Vehicles)

[LFB 1999-01 Budget Summary: Page 599, #8]

#### **CURRENT LAW**

Every applicant for an original "Class D" driver's license (for the operation of a noncommercial vehicle) must pass a driving skills test before being issued a license. These tests are conducted by the Department of Transportation. Every applicant for an original commercial driver's license (CDL) is also required to pass a driving skills test. DOT administers these tests, but DOT is also authorized to contract with a third party to administer these tests. The third-party tester may be a public agency or an employer of commercial motor vehicle drivers, but may not be a private driver training school or other private institution.

Any contract with a third-party tester must include the following provisions: (a) all tests conducted by the third-party tester must be the same as those given by DOT; (b) DOT or the Federal Highway Administration may conduct random examinations, inspections and audits of the third-party tester without any prior notice; (c) at least annually, DOT must conduct an on-site inspection of the third-party tester to determine compliance with the contract and with the Department's standards for skills testing; (d) at least annually, DOT must evaluate testing given by the third-party tester by either having Department employees take tests administered by the third-party tester or by retesting a sample of drivers who were tested by the third-party tester to compare pass and fail results; (e) third-party examiners must meet the same qualifications and training standards as DOT's license examiners; and (f) DOT must take prompt and appropriate remedial action against a third-party tester that fails to comply with the Department's standards.

#### **GOVERNOR**

Permit DOT to contract with third-party testers to administer "Class D" driving skills tests to applicants who are 18 years of age or older. Specify that current law restrictions that

prohibit DOT from contracting with private driver training schools or other private institutions to administer commercial motor vehicle skills tests do not apply to "Class D" third-party testers. Extend current law requirements applying to contracts with commercial driver's license third-party testers to contracts with "Class D" third-party testers.

Permit DOT, after consultation with the Department of Public Instruction (DPI) and the Technical College System Board, to provide for the administration of the "Class D" driving skills test to persons under the age of 18 by a driver education instructor in conjunction with a driver education course, as long as the person taking the test is enrolled in the course. Specify that instructors for the following driver education courses may administer these tests: (a) a course in a public school approved by DPI; (b) a course in a technical college approved by the Technical College System Board; (c) a course in driver education in a nonpublic or private school that meets the minimum standards set by DPI; or (d) a course in a driver school licensed by DOT. The ability to administer driving knowledge tests, which currently applies to public schools, technical colleges and nonpublic or private schools, would be extended to instructors at driver schools licensed by DOT.

Delete \$34,600 and 1.0 position in 2000-01 to reflect a decreased driving skills testing workload for DOT. Decrease estimated transportation fund revenue by \$60,000 in 2000-01 to reflect a reduction in DOT-administered tests.

## **DISCUSSION POINTS**

1. The bill would allow third-party testing for any "Class D" license applicant, but the type of tester that would be eligible to administer the test would depend upon the applicant's age. Applicants who are at least 18 years old could be tested by anyone who enters into a contract with DOT to provide tests and meets the same qualifications and training standards as DOT examiners, including private driver training schools. Applicants under the age of 18 could only be tested by a driver's education instructor and the test could only be administered in conjunction with a driver's education course. About 60% of the 113,834 tests administered in 1997 were to applicants under the age of 18.

2. One of the benefits to allowing third-party "Class D" skills testing would be that applicants would have another option for taking the test, which may reduce the amount of time that they must wait before getting their licenses. Currently, DOT indicates that applicants may be required to wait five to six weeks between the time they call to schedule a test and when they take the test. Third-party testers may be able to administer tests on a shorter notice and any tests they administer may decrease the wait time for DOT-administered tests. Applicants under the age of 18 would be able to avoid scheduling a test if they take a driver's education course that offers the test.

3. Under current commercial driver's license third-party rules and policy, third-party testers are allowed to charge a fee in excess of the fee charged by DOT for conducting driving skills tests, but the maximum amount is limited by DOT under the terms of the contract. DOT indicates

that this would also be true under the "Class D" third-party testing program. Although applicants would likely pay more for taking a test from a third-party tester, some may choose to pay the additional amount in order to avoid waiting to take a test administered by DOT.

4. Third-party testing would allow a reduction in the number of staff devoted to administering the skills tests. The bill would delete \$34,600 and 1.0 position in 2000-01, based on an estimate that 6,000 tests will be administered by third parties, which would represent about 5% of the total volume of tests currently administered by DOT. If the use of third parties increases in the future, further reductions, or a reallocation of resources within DMV, may be possible.

5. A reduction in the number of tests conducted by DOT would result in a reduction in transportation fund revenue derived from the fees collected for these tests. The bill estimates that this reduction would be \$60,000 in 2000-01. The bill would also increase the fee for "Class D" skills tests from \$10 to \$15, effective October 1, 1999, and estimates that this would produce additional revenue of \$426,800 in 1999-00 and \$569,000 in 2000-01. This estimate, however, does not assume any reduction in the volume of tests. If the third-party provisions of the bill are adopted, an additional revenue reduction from the bill of \$30,000 in 2000-01 would occur due to a reduction in the volume of tests.

6. One of the concerns that has been expressed with allowing third-party testing is that the standards used by third parties for evaluating the driving skills of license applicants would not be as stringent as those used by DOT or may be inconsistent across the state. The bill would apply several safeguards, which are currently used in the commercial driver's license third-party testing program, to ensure that the testing offered by third-parties is consistent with the testing currently provided by DOT. For instance, the tests would have to be the same as the tests administered by DOT, meaning that the same scoring system would be used. In addition, DOT would be required to conduct inspections and audits of third-party testers and compare pass-fail rates with the pass-fail rates of applicants tested by DOT. DOT indicates that the failure rate for applicants taking a commercial driving skills test from a third party is about the same as for applicants taking the test from DOT.

7. Unlike the current laws governing third-party testing for commercial driver licenses, the bill would allow private driver training schools to conduct third-party tests. This may present a conflict of interest if the private driver schools seek to maintain a favorable pass-fail ratio in order to attract customers. DOT does not believe that this would present a problem because of the inspection and auditing procedures. One alternative that may reduce the likelihood of a conflict of interest may be to prohibit private driver training schools from offering the test. This may, however, place private driver training schools at a competitive disadvantage with public schools, private schools or technical colleges, since these educational institutions would be allowed to administer the test. If private driver training schools are not allowed to administer the test, then the number of tests conducted by third party testers would not be as high as the number estimated in the bill.



8. The Committee could include a sunset on the "Class D" third-party testing provisions. This would allow the Legislature to review the success of the program during a future biennial budget session.

9. The bill would reallocate \$34,600 and 1.0 position, which are the projected savings resulting from third-party testing, within DMV to supplement the Division's operating budget for processing driver's license withdrawals. If the Committee does not adopt third-party testing, but approves the amounts provided for DMV's operating budget, a real increase in resources, rather than simply a reallocation, would occur.

### ALTERNATIVES TO BASE

NO 1. Approve the Governor's recommendation to permit DOT to: (a) contract with third-party testers to administer the "Class D" driving skills tests to license applicants who are 18 years of age or older; and (b) provide for the administration of the "Class D" driving skills test to applicants who are under the age of 18 by a driver education instructor in conjunction with a driver education course. Delete \$34,600 SEG and 1.0 SEG position in 2000-01 and decrease estimated transportation fund revenue by \$60,000 in 2000-01 to reflect a reduction in the number of tests administered by DOT by 6,000. [Estimated transportation fund revenue would decrease by an additional \$30,000 in 2000-01 due to this provision if the Committee approves the proposed increase in the "Class D" skills test fee from \$10 to \$15.]

<b>Alternative 1</b>	<b>SEG</b>
<b>1999-01 REVENUE</b> (Change to Base) [Change to Bill]	- \$60,000 \$0*
<b>1999-01 FUNDING</b> (Change to Base) [Change to Bill]	- \$34,600 \$0
<b>2000-01 POSITIONS</b> (Change to Base) [Change to Bill]	-1.00 0.00

\*This would be -\$30,000 if the increase in the driving skills test fee is approved.

NO 2. Allow third-party testing, but prohibit DOT from contracting with private driver training schools to administer the "Class D" driver's skills test to license applicants who are 18 or more years old or allowing private driver training schools to administer the test to license applicants under the age of 18 in conjunction with a course in driver education. Delete \$17,300 SEG and 0.50 SEG position in 2000-01 and decrease estimated transportation fund revenue by \$30,000 in 2000-01 to reflect a reduction in the number of tests administered by DOT by 3,000. [Estimated transportation fund revenue would decrease by an additional \$15,000 in 2000-01 due to this provision if the Committee approves the proposed increase in the "Class D" skills test fee from \$10 to \$15.]

<u>Alternative 2</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base) [Change to Bill]	- \$30,000 \$30,000*
1999-01 FUNDING (Change to Base) [Change to Bill]	- \$17,300 \$17,300]
2000-01 POSITIONS (Change to Base) [Change to Bill]	- 0.50 0.50]

\*This would be \$15,000 if the increase in the driving skills test fee is approved.

NO 3.  
#1 (4)

Establish a December 31, 2003, sunset date for these provisions.  
Maintain current law.

<u>Alternative 4</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base) [Change to Bill]	\$0 \$60,000]
1999-01 FUNDING (Change to Base) [Change to Bill]	\$0 \$34,600]
2000-01 POSITIONS (Change to Base) [Change to Bill]	0.00 1.00]

Prepared by: Jon Dyck

MO#			
BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE \_\_\_\_\_ NO \_\_\_\_\_ ABS \_\_\_\_\_

TRANSPORTATION -- MOTOR VEHICLES

Third-Party Testing for Commercial Driver's Licenses  
[Paper #958]

Motion:

Move to allow DOT to contract with private driver training schools, subject to the conditions that currently apply to other commercial motor vehicle third-party testers, to administer driving skills tests for commercial motor vehicle driver's licenses if the schools do not offer commercial motor vehicle training courses.

Note:

Under current law, DOT may contract with third-party testers to administer the skills tests for commercial motor vehicle driver's licenses, but DOT is prohibited from contracting with private driver training schools. This motion would allow DOT to contract with private driver training schools if those schools do not offer commercial motor vehicle training courses.

MO#			
2	BURKE	Y	N A
1	DECKER	Y	N A
	JAUCH	Y	N A
	MOORE	Y	N A
	SHIBILSKI	Y	N A
	PLACHE	Y	N A
	COWLES	Y	N A
	PANZER	Y	N A
	GARD	Y	N A
	PORTER	Y	N A
	KAUFERT	Y	N A
	ALBERS	Y	N A
	DUFF	Y	N A
	WARD	Y	N A
	HUBER	Y	N A
	RILEY	Y	N A

AYE 3 NO 13 ABS 0

**(Base) Agency:** DOT - Motor Vehicles  
Overweight/Oversize Vehicle Permitting

**Recommendations:**

**Paper No. 959:** Alternative 2

**Comments:** Alternative 2 is really like a modification to the bill. It essentially approves the gov's proposal, and corrects a drafting error.

The trucking industry supports this. Yes, they pay a new fee, but they get they get their permits faster in return.

The drafting error relates to whether the new procedure involves a telephone call-in system or an on-line computer system (see paragraph 2 on p. 3).

prepared by: Barry





## Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

May 11, 1999

Joint Committee on Finance

Paper #959

### Overweight/Oversize Vehicle Permitting System (DOT -- Motor Vehicles)

[LFB 1999-01 Budget Summary: Page 600, # 9]

#### CURRENT LAW

Vehicles traveling on the highways of the state are generally required to obtain a permit if they exceed weight, height or length limitations. The fees for these permits are established by statute.

#### GOVERNOR

Provide \$447,800 SEG in 1999-00 and \$193,800 SEG in 2000-01 to purchase and install an automated permit routing system for overweight and oversize permits. The system would use data on construction projects and bridge and pavement condition to automatically select a route for overweight or oversize trucks needing a permit to operate on highways in the state.

Modify a provision that requires DOT to develop and implement a telephone call-in procedure for the issuance of single-trip permits, to: (a) require DOT to develop and implement such a system to issue and renew single-trip permits, as well as multiple-trip, consecutive month and annual permits; and (b) specify that the system shall be a computerized system that determines and designates the route to be used by the permit holder. Specify that permits issued through the telephone call-in procedure must be carried on the vehicle during the operations for which the permit was issued. Require DOT to promulgate rules to implement the telephone authorization procedure.

Require applicants for permits using the telephone call-in procedure to pay the following fees, in addition to the fees for the permit: (a) \$10 or the actual cost of the telephone authorization, as determined by DOT, whichever is less; and (b) a late fee of \$10 for each vehicle for which a permit is issued, if DOT receives the required fees after a period of time specified by DOT.



Specify that a person may cancel a permit obtained through the telephone call-in procedure before the first day of operation authorized by the permit without having to pay the fee for the permit, but require the person to pay the telephone authorization fee and specify that DOT may also charge a cancellation fee. Specify that a permit obtained through the telephone call-in procedure may not be cancelled on or after the first day of operation authorized by the permit and prohibit DOT from refunding any permit fees on or after that day. Specify that DOT may require any cancellation of a permit obtained through the telephone call-in procedure to be done by telephone.

Allow DOT to refuse to issue a permit through the telephone call-in procedure to any applicant who does not comply with the requirements established for using the procedure, or who has had an overweight or oversize permit suspended or revoked. Allow DOT to suspend any or all permits of a person who does not pay the required fees for a permit obtained through the telephone call-in procedure within the time period established by DOT. Specify that a permit suspended for nonpayment of the fees remains suspended until the required fees are paid.

Increase the fees for overweight and oversize permits that are applied for after December 31, 1999, and before July 1, 2003, by 10%, rounded to the nearest whole dollar, as shown in the following table:

<u>Permit</u>	<u>Current Fee</u>	<u>Proposed Fee</u>
<b>Single-Trip Permits</b>		
Overlength	\$15	\$17
Overwidth or Overheight	20	22
Overwidth and Overheight	25	28
<b>Annual and Multiple-Trip Permits</b>		
Overlength	\$60	\$66
Overwidth and/or Overlength	90	99
Overweight--90,000 lbs. or less*	200	220
Overweight--Over 90,000 lbs. to 100,000 lbs.*	350	385
Overweight--Over 100,000 lbs.*	\$350 plus \$100 for each 10,000 lbs. or fraction thereof above 100,000 lbs.	\$385 plus \$110 for each 10,000 lbs. or fraction thereof above 100,000 lbs.
<b>Consecutive Month Permits</b>		
Fee in Addition to Prorated Annual Fee for Same Type of Permit**	\$15	\$16.50

\* Based on gross vehicle weight.

\*\* Total permit fee would be rounded to the nearest whole dollar.

Specify that the fees for single-trip permits for vehicles that exceed weight limitations, which are 10% of the fee for an annual permit for the same weight of vehicle, shall be rounded to the nearest whole dollar. Since the fee for single-trip overweight permits and the base fee for consecutive month overweight and oversize permits are based on the corresponding annual permits, the bill would also increase the fees for these permits for applications after December 31, 1999, and before July 1, 2003.

Increase estimated transportation fund revenue by \$195,200 in 1999-00 and \$393,000 in 2000-01 to reflect the increased permit fees.

### **DISCUSSION POINTS**

1. The funding provided by the bill would allow DOT to create a computerized system that would link the oversize/overweight permitting system with databases containing information on highway construction and highway and bridge conditions. The system would allow permit applicants to file for and receive a permit electronically, and would automatically select a route, if one is required, that is appropriate for the type of load being carried. It is expected that this would significantly reduce the amount of time that it takes to issue a permit, which currently can be as long as three days. Expediting this process is expected to benefit the motor carrier industry, so the bill would establish a surcharge, applied on permits applied for between December 31, 1999, and July 1, 2003, to pay for the costs of creating the system.

2. The bill would require DOT to create a telephone call-in procedure for the issuance of oversize and overweight permits and create fees for the use of that system, although no revenue is assumed from these usage fees. DOT indicates, however, that the proposed system would not involve a telephone call-in procedure, but instead would allow permits to be issued via a computer on-line system. Consequently, the provisions of the bill relating to the call-in procedure would not be relevant to the automated permit system and could be eliminated. Instead, DOT could be required to create an automated permit routing system.

### **ALTERNATIVES TO BASE**

NO 1. Approve the Governor's recommendation to provide \$447,800 SEG in 1999-00 and \$193,800 SEG in 2000-01 to purchase and install an automated permit routing system for oversize and overweight permits. Require DOT to develop and implement a telephone call-in procedure for the issuance of oversize and overweight permits and establish fees for the use of that system. Increase the fees for overweight and oversize permits that are applied for after December 31, 1999, and before July 1, 2003, by 10%, rounded to the nearest whole dollar. Increase estimated transportation fund revenue by \$195,200 in 1999-00 and \$393,000 in 2000-01 to reflect the increased permit fees.

<u>Alternative 1</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	\$588,200
[Change to Bill]	\$0
1999-01 FUNDING (Change to Base)	\$641,600
[Change to Bill]	\$0

2

2. Provide \$447,800 SEG in 1999-00 and \$193,800 SEG in 2000-01 to purchase and install an automated permit routing system for oversized and overweight permits. Require DOT to develop an automated permit routing system for oversized and overweight permits. Increase the fees for overweight and oversized permits that are applied for after December 31, 1999, and before July 1, 2003, by 10%, rounded to the nearest whole dollar. Increase estimated transportation fund revenue by \$195,200 in 1999-00 and \$393,000 in 2000-01 to reflect the increased permit fees.

<u>Alternative 2</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	\$588,200
[Change to Bill]	\$0
1999-01 FUNDING (Change to Base)	\$641,600
[Change to Bill]	\$0

no

3. Maintain current law.

<u>Alternative 3</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	\$0
[Change to Bill]	-\$588,200
1999-01 FUNDING (Change to Base)	\$0
[Change to Bill]	-\$641,600

MO# AF 2

- 2 BURKE  N A
- DECKER  N A
- JAUCH  N A
- MOORE  N A
- SHIBILSKI  N A
- PLACHE  N A
- COWLES  N A
- PANZER  N A
- GARD  N A
- PORTER  N A
- KAUFERT  N A
- ALBERS  N A
- DUFF  N A
- WARD  N A
- HUBER  N A
- RILEY  N A

Prepared by: Jon Dyck

AYE 16 NO 0 ABS 0

**(Base) Agency:** DOT - Motor Vehicles  
Repeal Financial Institutions  
Registration & Title Transaction Fee

**Recommendations:**

**Paper No. 960:** Alternative 2 (no action needed)

**Comments:** Alternative 2 maintains current law and screws the banks (i.e. retains the \$5 transaction fee for financial institutions). DOT says the \$5 fee discourages banks from filing electronically, but the real problem seems to be the delay by DOT in developing the software needed to run the system (see paragraph 6).

There may be some merit to eliminating the \$5 fee, since banks just pass it on to customers anyway, but it's really a pretty small amount compared to the costs of a new or used car these days.

Plus, if the fee is retained, you save \$459,000 (compared to the gov) for more important use later on.

prepared by: Barry



## Legislative Fiscal Bureau

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May 11, 1999

Joint Committee on Finance

Paper #960

### Repeal Financial Institutions Registration and Title Transaction Fee (DOT -- Motor Vehicles)

[LFB 1999-01 Budget Summary: Page 602, #10]

#### CURRENT LAW

DOT is authorized to enter into agreements with financial institutions allowing them to electronically file original vehicle title and registration applications on behalf of their customers. There is a \$5 fee charged to the financial institution for each application, which is deposited in the transportation fund. DOT is authorized to enter into similar agreements with vehicle dealers, but there is no fee charged by DOT for this service.

#### GOVERNOR

Repeal the \$5 transaction fee charged to financial institutions that file electronic applications for an original vehicle title and registration. Decrease estimated transportation fund revenue by \$170,000 in 1999-00 and \$289,000 in 2000-01 to reflect this change.

#### DISCUSSION POINTS

1. The Governor's 1997-99 budget bill included a reduction of \$444,700 SEG and 13.6 SEG positions in 1998-99 associated with an initiative to allow financial institutions to electronically process original applications for vehicle registrations and titles. The savings were premised on an assumption that the number of people filing these applications at DMV customer service centers would decline. In addition, there was an estimated decrease in transportation fund revenue of \$482,000 because fewer people would pay the \$5 counter service charge, which is required when such applications are filed at DMV customer service centers.

2. The Legislature modified this provision by requiring a \$5 transaction fee, to be



deposited in the transportation fund, for each application filed electronically by financial institutions. DOT indicates that the number of financial institutions that have participated in the electronic filing program has been much lower than originally anticipated (less than 50 transactions, compared to earlier estimates of about 96,000 transactions).

3. Under the terms of the contract with DOT, financial institutions and vehicle dealers that file electronic applications are allowed to charge, and keep, a service fee of \$17.50 to the customer. Part of this fee pays the firm that establishes the electronic link between the financial institutions or dealers and the DOT vehicle database. Banks that participate in the program add the \$5 transaction fee onto this service fee, for a total of \$22.50, while the dealers charge only the \$17.50 service fee.

4. The \$5 fee that was created by the 1997-99 budget may have discouraged financial institutions from participating in the program. The associations representing financial institutions have indicated that more institutions would participate if there were no \$5 transaction fee.

5. DOT estimates that if the \$5 transaction fee were eliminated, the number of applications processed by financial institutions would increase to 34,000 in 1999-00 and 57,800 in 2000-01. Because these transactions would replace visits to DMV customer service centers and the associated counter service charges, there would be a revenue loss of \$170,000 in 1999-00 and \$289,000 in 2000-01.

6. The low number of transactions to date may be due, in part, to a delay in developing the software necessary to process electronic applications. Now that the software is available, the number of transactions may increase, even if the \$5 fee is retained. If the fee is retained, there would be no transportation fund revenue loss.

7. Financial institutions that participate in this program process vehicle title and registration applications, which contributes to a reduction in the workload at DMV service centers. Even though this benefits the state, the institutions still have to pay the fee to the state. If this situation is viewed as unfair, it may be appropriate to eliminate the fee.

8. If the fee does inhibit the participation of financial institutions and the fee is retained, the number of transactions that take place at DMV centers would not decrease as much as anticipated. DMV's budget was already reduced by the 1997-99 budget in anticipation of a workload reduction that did not occur in 1998-99. If the workload also does not decline in the 1999-01 biennium, the Division would have to continue processing this work with the reduced staff size.

**ALTERNATIVES TO BASE**

*ok* 1. Approve the Governor's recommendation to eliminate the \$5 transaction fee charged to financial institutions that file electronic applications for an original vehicle title and registration. Decrease estimated transportation fund revenue by \$170,000 in 1999-00 and \$289,000 in 2000-01 to reflect this change.

<u>Alternative 1</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	- \$459,000
[Change to Bill]	\$0

*3/1* 2. Maintain current law.

<u>Alternative 2</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	\$0
[Change to Bill]	\$459,000

MO# *All withdrawn*

Prepared by: Jon Dyck

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIELSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE \_\_\_\_\_ NO \_\_\_\_\_ ABS \_\_\_\_\_

**(Base) Agency:** DOT - Motor Vehicles  
Camping Trailer Registration Fee

**Recommendations:**

**Paper No. 961:** Approve Modification to Base

**Comments:** This modification simply corrects a drafting error and aligns the effective date of the provision with the revenue estimates.

prepared by: Barry



# Legislative Fiscal Bureau

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May 11, 1999

Joint Committee on Finance

Paper #961

## Camping Trailer Registration Fee (DOT -- Motor Vehicles)

[LFB 1999-01 Budget Summary: Page 603, #14]

### CURRENT LAW

Registration of camping trailers weighing 3,000 pounds or less is required if they are used for hire or for rental, but is optional if used exclusively for private purposes. The registration fee for these trailers is \$24.25. The fee for registering camping trailers weighing over 3,000 pounds is \$15.00.

### GOVERNOR

Reduce the registration fee for camping trailers weighing 3,000 pounds or less from \$24.25 to \$15.00, first applying to registration applications submitted on the effective date of the bill. Decrease estimated transportation fund revenue by \$2,800 in 1999-00 and \$5,600 in 2000-01.

*APPROVE*

### MODIFICATION TO BASE

Reduce the registration fee for camping trailers weighing 3,000 pounds or less from \$24.25 to \$15.00, first applying to registration applications submitted on January 1, 2000. Decrease estimated transportation fund revenue by \$2,800 in 1999-00 and \$5,600 in 2000-01.

<u>Modification</u>	<u>SEG</u>
1999-01 REVENUE (Change to Base)	- \$8,400
[Change to Bill]	\$0]

**Explanation:** The revenue estimates for this provision under the bill assume a January 1, 2000, effective date, but the bill would make this provision effective on the general effective date of the bill. This modification would align the effective date with the revenue estimates. The January 1, 2000, effective date reflects the treatment of this provision in DOT's budget request.

Prepared by: Jon Dyck

MO#

*modification*

BURKE	<input checked="" type="radio"/>	N	A
DECKER	<input checked="" type="radio"/>	N	A
JAUCH	<input checked="" type="radio"/>	N	A
MOORE	<input checked="" type="radio"/>	N	A
SHIBILSKI	<input checked="" type="radio"/>	N	A
PLACHE	<input checked="" type="radio"/>	N	A
COWLES	<input checked="" type="radio"/>	N	A
PANZER	<input checked="" type="radio"/>	N	A
GARD	<input checked="" type="radio"/>	N	A
PORTER	<input checked="" type="radio"/>	N	A
KAUFERT	<input checked="" type="radio"/>	N	A
ALBERS	<input checked="" type="radio"/>	N	A
DUFF	<input checked="" type="radio"/>	N	A
WARD	<input checked="" type="radio"/>	N	A
HUBER	<input checked="" type="radio"/>	N	A
RILEY	<input checked="" type="radio"/>	N	A

AYE 16 NO 0 ABS 0

TRANSPORTATION -- MOTOR VEHICLES

Vehicle Titles for Salvage Vehicles

Motion:

Move to allow salvage dealers to transfer the ownership of a salvage vehicle by submitting a properly assigned certificate of title to DOT instead of, under current law, requiring the salvage vehicle dealer to apply for a new certificate of title upon acquiring the vehicle for sale and then executing a title transfer upon the resale of the vehicle. Specify that a salvage dealer would continue to be required to apply for a new title for a vehicle if the vehicle does not have a salvage vehicle title at the time the vehicle is acquired. Specify that these provisions would first apply to vehicles acquired on the first day of the first month beginning after publication of the bill. Decrease estimated transportation fund revenue by \$45,000 in 1999-00 and \$60,000 in 2000-01 to reflect a reduction in the number of titles issued.

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Note:

Under current law, a salvage vehicle dealer is required to apply for a new salvage vehicle title upon acquiring a salvage vehicle for resale. When the salvage vehicle is sold, the dealer must execute a title transfer to the buyer of the salvage vehicle. Vehicle dealers are not required to apply for a new title for a vehicle that is not a salvage vehicle, but instead may assign the existing title to a new owner upon the resale of the vehicle. This motion would eliminate the requirement that a salvage vehicle dealer apply for a new title for a vehicle upon acquiring the vehicle for resale, if the vehicle already has a salvage vehicle title. In these cases, similar to the sale of vehicles that are not salvage vehicles, the salvage dealer would be allowed to assign the existing title to a new owner upon resale of the vehicle.

[Change to Base: -\$105,000 SEG-REV]

[Change to Bill: -\$105,000 SEG-REV]



MO#

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE 6 NO 10 ABS

DOT -- MOTOR VEHICLES

Specialty Vehicles Titled in Another State and Moved to Wisconsin

Motion:

Move to require DOT, when issuing a new title for a vehicle that is moved to Wisconsin from another state, to use the make or model of the vehicle as it is titled in the other state.

MO#			
BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
2 GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
1 ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A
AYE 16	NO 0	ABS 0	

TRANSPORTATION -- MOTOR VEHICLES

Definition of a Moped

Motion:

Move to modify the definition of a moped to include a bicycle-type vehicle with fully operative pedals for propulsion by human power and an engine certified by the manufacturer at between 50 cubic centimeters and 130 cubic centimeters or an equivalent power unit, provided that the top speed of the vehicle is not more than 30 miles per hour.

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Note:

Under current law, a moped is defined, for the purposes of vehicle registration and traffic laws, as a vehicle with a top speed of 30 miles per hour that is either: (a) a motorcycle with an automatic transmission and an engine certified by the manufacturer at not more than 50 cubic centimeters or an equivalent power unit; or (b) a bicycle-type vehicle with fully operative pedals for propulsion by human power and an engine certified by the manufacturer at not more than 50 cubic centimeters or an equivalent power unit.

This motion would increase the size of the engine that a bicycle-type moped may have to 130 cubic centimeters, as long as the top speed is still under 30 miles per hour. This would reclassify a vehicle that fits this description from a motor bicycle, for which registration is not required, to a moped, for which registration is required.

MO#

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE 15 NO 1 ABS

DOT -- MOTOR VEHICLES  
Green Bay Packers License Plates

Motion:

Move to require DOT to establish a Green Bay Packers license plate. Specify that the fees for the license plate, in addition to the vehicle registration fee, are as follows; (a) \$15 upon issuance or reissuance of the plate; and (b) \$25 annually upon initial issuance and upon registration renewal (\$50 upon biennial registration or renewal of a motorcycle). Specify that revenue from the \$15 issuance fee would be deposited in the transportation fund. Specify that revenue from the \$25 fee, after subtracting \$35,000 for DOT's administrative costs and an amount necessary to pay licensing fees to the National Football League, would be deposited in newly-created program revenue appropriation for the Boys and Girls Clubs of Wisconsin. Specify that the \$25 fee is a tax deductible contribution.

Specify that these provisions would first apply five months following the effective date of the bill.

Note:

There would be undetermined SEG and PR revenue increases.

[Change to Bill: Undetermined SEG and PR Revenue Increase]

MO#

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
1 GARD	Y	N	A
2 PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE 12 NO 4 ABS

(Base ) Agency: DOT - Motor Vehicles

**Recommendations:**

**Paper No.** LFB Summary Items for Which no issue paper has been prepared:

**Comments:** These all seem fine. **Action is needed**, since this is a base agency.

**Prepared by:** Barry



# TRANSPORTATION

## Motor Vehicles

### LFB Summary Items for Which No Issue Paper Has Been Prepared

<u>Item #</u>	<u>Title</u>
5	Implementation of Operating While Suspended/Operating After Revocation Law Changes (1997 Act 84)
6	Enhanced Vehicle Emission Inspection and Maintenance Program
7	Driving Skills Test Fee Increase
11	Postage Inflation
12	Hazardous Materials Transportation Registration Program
13	Commercial Vehicle Telephone Registration Late Fee
15	Service of Process Fee for Traffic Accident Claims Against Nonresidents
16	Aircraft Registration

### LFB Summary Items for Introduction as Separate Legislation

<u>Item #</u>	<u>Title</u>	MO#	<u>approve items</u>		
17	Distinctive Driver's Licenses for Drivers Under the Age of 18	BURKE	(Y)	N	A
18	School Bus Endorsement Qualifications	DECKER	(Y)	N	A
19	Discovery in Implied Consent Hearings	JAUCH	(Y)	N	A
20	Milk Truck Weight Limits	MOORE	(Y)	N	A
21	Review of Administrative Rule Regarding Motor Vehicle Deal	SHIBILSKI	(Y)	N	A
		PLACHE	(Y)	N	A
		COWLES	(Y)	N	A
		PANZER	(Y)	N	A
		GARD	(Y)	N	A
		PORTER	(Y)	N	A
		KAUFERT	(Y)	N	A
		ALBERS	(Y)	N	A
		DUFF	(Y)	N	A
		WARD	(Y)	N	A
		HUBER	(Y)	N	A
		RILEY	(Y)	N	A

# Transportation

## State Patrol

(LFB Budget Summary Document: Page 606)

### LFB Summary Items for Which Issue Papers Have Been Prepared

<u>Item #</u>	<u>Title</u>
1	Additional Traffic Officers (Paper #965)
15	Statewide Trauma Care System (see Paper #506 -- DHFS -- Public Health)
17	State Patrol Division Administrator (see Paper #406 -- Employee Trust Funds)

**(Gov) Agency:** DOT - State Patrol  
Additional Traffic Officers

**Recommendations:**

**Paper No. 965:** Alternative 2

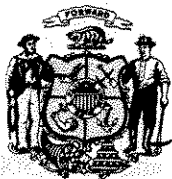
**Comments:** Alternative 2 approves the governor (i.e. 14 new state patrol officers) and makes a technical correction based on a revenue reestimate of costs.

The increase in state troopers is justified and well documented. Paragraph 7 notes that no new troopers have been added since 1985. Paragraph 10 says the size of Wisconsin's traffic patrol is small relative to the state's population. Paragraph 11 notes that Wisconsin ranks lowest in the number of sworn officers per 10,000 residents of the states that have exclusive traffic patrols.

In fact, there are good arguments for adding even more troopers than the governor proposed (see paragraphs 13, 14 and 15), but there are financial pressures on the transportation fund that make that impossible right now. Plus, there is a great deal of opposition to adding more than 14 troopers from the Sheriffs and the Deputy Sheriffs' Association. Lastly, the Senate Committee on Tourism and Transportation formally approved the gov's proposal (see paragraph 19).

**((note: this is a sticky wicket here. You need to get agreement from everyone that only one motion will come up under this paper. People can bemoan the fact that we aren't adding more troopers, but they shouldn't make a motion that puts people - like yourself - in the bad position of maybe having to vote against it. Similar to the DA's last week.))**

prepared by: Barry



## Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

May 11, 1999

Joint Committee on Finance

Paper #965

### **Additional Traffic Officers (DOT -- State Patrol)**

[LFB 1999-01 Budget Summary: Page 606, #1]

#### **CURRENT LAW**

The Department of Transportation is authorized to hire 385 traffic officers, plus a person in the classified service who is designated to head the traffic officers (the State Patrol Colonel). Of this number, 322 are classified as troopers. The remainder are sergeants, lieutenants, captains or other managerial positions. Of the 322 troopers, 320 are assigned to regular traffic patrol, while one provides security for the Governor and one is responsible for statewide calibration of speed-detection equipment. DOT also has 112 authorized positions for sworn officers who are classified as motor vehicle inspectors, whose primary responsibility is commercial motor vehicle enforcement.

Although the statutes state that the primary duty of traffic officers is the enforcement of traffic laws, the officers have the authority to make arrests for any offense. The traffic officers are prohibited, however, from conducting investigations of any crime covered under the state's criminal code.

#### **GOVERNOR**

Provide \$321,900 SEG, \$189,000 SEG-S and 9.0 SEG positions in 1999-00 and \$808,600 SEG, \$143,600 SEG-S and 14.0 SEG positions in 2000-01 to increase the size of the state traffic patrol. Increase the statutory number of traffic officers that DOT may employ by 15, from 385 to 400. The SEG amounts provided would be for salary and fringe benefits, fleet costs, materials and supplies and training costs associated with hiring additional state troopers. The SEG-S amounts would provide additional expenditure authority for DOT's fleet service center, which would be used for the purchase of 14 vehicles and related insurance, fuel and repair costs.

## DISCUSSION POINTS

1. Of the SEG amounts provided by the bill, \$194,300 in 1999-00 and \$113,500 in 2000-01 would be one-time funding for the training and equipment costs for the 14 additional troopers. Of the remainder, \$127,600 in 1999-00 and \$573,800 in 2000-01 would be for salary and fringe benefit costs and \$121,300 in 2000-01 would be for on-going fleet and in-state travel costs (meal per diem).

2. A reestimate of the costs of providing 14 additional troopers produces slightly smaller total costs of \$321,400 SEG in 1999-00 and \$790,500 SEG in 2000-01. Of these amounts, \$194,300 in 1999-00 and \$126,600 in 2000-01 would be one-time funding, while \$127,100 in 1999-00 and \$569,600 in 2000-01 would be for salary and fringe benefit costs and \$94,300 in 2000-01 would be for on-going fleet and in-state travel costs.

3. The cost per trooper added in the first year would be \$35,700 in 1999-00 and \$53,500 in 2000-01, while the cost per trooper added in the second year would be \$61,800 in 2000-01. In addition, the increase in expenditure authority in the Department's fleet service center appropriation associated with each trooper added in the first year is \$21,000 SEG-S in 1999-00 and \$3,100 SEG-S in 2000-01. For each trooper added in the second year, an increase of \$23,100 SEG-S in 2000-01 in the fleet service center would be required.

4. Nine of the additional 14 troopers would begin training in March, 2000, and would graduate in August, 2000. The remaining five troopers would begin training in September, 2000, and would graduate in February, 2001. This schedule is based on the maximum number of troopers that can be trained beginning in March, 2000, given space limitations in training academy recruit classes. An earlier class is scheduled to start in July, 1999, but recruits in that class, which would be filled to the maximum capacity of 40 recruits, would fill vacancies in current positions. Current plans call for a September, 2000, class of 25 recruits, so it would be possible to increase the number of additional troopers in this biennium by up to 15 above the Governor's recommendation.

5. Since the first group of nine additional troopers would not be hired until March, 2000, and the second group of five troopers would not be hired until September, 2000, the fiscal year funding amounts do not represent the annualized costs of the additional troopers. The full, annualized cost of 14 additional troopers, not including the one-time costs for training and equipment, would be \$751,800, or \$53,700 per trooper. This includes, per trooper: (a) \$30,300 for salary; (b) \$13,400 for fringe benefits; (c) \$7,600 for fleet costs; (d) \$1,900 for per diem costs; and (e) \$500 for ongoing equipment replacement.

6. The additional troopers would be used to increase the patrols on certain high-traffic highways. Examples of such highways cited by the administration include: (a) USH 151, southwest and northeast of Madison; (b) STH 29, between Green Bay and Chippewa Falls; (c) USH 53, north of Chippewa Falls; (d) USH 14, between Madison and La Crosse; and (e) USH 41 and STH 57, in Brown County.

7. The last increase in the number of authorized trooper positions was in the 1983-85 biennium (from 375 to 385). Prior to 1983-85, the last increase was in 1968 (from 300 to 375).

8. The 1983-85 budget increased the statutory limit on the number of traffic officers that DOT could hire to 400, but only authorized enough additional positions to hire 385. In the following biennial budget, the Governor proposed providing an additional 15 positions so that DOT could hire 400 traffic officers, but the Legislature deleted this recommendation and reduced the statutory limit to 385. The current proposal would restore the statutory limit of 400, but would authorize only 14 positions.

9. Under current law, DOT is authorized to hire 385 traffic officers plus the person in the classified service designated to head them (the State Patrol Colonel), for a total of 386. Under the bill, the treatment of the person designated to head the traffic patrol would not change, so the total number of persons in the traffic patrol would increase by 15, from 386 to 401. In order to limit the statutory increase in the number of officers that DOT could hire to 14, the statutory number of traffic officers should be established at 399.

10. One argument given for increasing the number of state troopers is that the size of Wisconsin's traffic patrol is small, relative to the state's population, compared to the traffic patrols in other states. According to a 1996 census of law enforcement officers conducted by the U.S. Department of Justice (DOJ), Wisconsin had 1.0 sworn State Patrol officer (including motor vehicle inspectors) per 10,000 residents, while nationwide there were 2.1 officers per 10,000 residents. Other than Hawaii, which has no state traffic patrol, no other state ranked lower on this measure than Wisconsin. Minnesota ranked the next-lowest, also with 1.0 officers per 10,000 residents, but has added 27 officers since these data were collected.

11. Unlike Wisconsin, about half of the states have state police forces that, in addition to providing traffic patrol, have the authority to conduct criminal investigations unrelated to traffic laws. In these states, the total number of sworn officers is likely to be relatively higher than in states that have only state traffic patrols. Consequently, the DOJ census may not provide a true comparison of the relative size of traffic patrols. Nevertheless, Wisconsin still ranks lowest in the number of sworn officers per 10,000 residents of the states that have exclusively traffic patrols.

12. States that have smaller traffic patrols may tend to rely more on local law enforcement agencies, such as sheriffs' departments, to perform highway patrol activities. According to the DOJ study, Wisconsin had 7.5 sworn officers in sheriffs' departments, which ranked ninth-highest among the 50 states on this measure. The national average was 5.8 officers per 10,000 residents.

13. DOT indicates that, despite resistance to the idea of adding a large number of troopers by some sheriffs, the Department has already received numerous requests from other sheriffs requesting the deployment of additional troopers in their counties, if the Governor's proposal is approved. DOT indicates that it will likely not be able to honor all of these requests.



14. Another argument made in support of additional troopers is that traffic has increased steadily during the last several years, without an accompanying increase in state troopers. Over the past decade, the number of annual vehicle miles traveled has increased by about 35%.

15. Several state highways have been upgraded from two-lanes to four-lanes during the last several years, such as portions of STH 29, USH 53 and USH 151. As these highways have been improved, the amount of traffic on them has increased. While the State Patrol maintains 24-hour patrols on I-90 and I-94, there are not enough troopers to have similar patrols on these highways, even though they have begun to function like the interstates. Similarly, there are not enough troopers to maintain the current patrols in most counties and also provide 24-hour coverage on I-39 and I-43. The State Patrol indicates that about 43 additional troopers would be required to provide 24-hour patrols on I-39 and I-43.

16. One objective of adding state troopers may be to increase highway safety through greater enforcement. National data on traffic fatalities collected by the National Highway Traffic Safety Administration (NHTSA), however, indicate that Wisconsin is already a relatively safe state for highway travel. The number of traffic fatalities per 100 million vehicle-miles traveled was 1.3 in Wisconsin in 1997, which was below the national average of 1.6. Furthermore, the fatality rate has fallen faster in Wisconsin during the last two decades than it has in the nation as a whole.

17. Another item in the bill would provide funding to conduct an additional state patrol cadet class (in addition to the two normally conducted per biennium), in order to reduce vacancies. Due to a high rate of retirements and other turnover, the number of vacancies among sworn staff (troopers, inspectors and management) was as high as 42 in November, 1998, which is a vacancy rate of 8.4%. By conducting an additional recruit class, DOT hopes that the number of vacancies will be substantially reduced. This initiative should restore highway patrols to the level experienced in previous biennia, without increasing the number of authorized positions. One alternative may be to not increase the number of troopers this biennium, but to instead reevaluate the need to add troopers next biennium, when the impact of a lower vacancy rate can be considered.

18. If an additional 14 troopers is considered too many, but an increase is desired, one alternative would be to increase the number of troopers by half that amount. The cost of adding seven troopers would be \$249,900 SEG and \$147,000 SEG-S in 1999-00 and \$374,500 SEG and \$21,700 SEG-S in 2000-01.

19. The Senate Committee on Insurance, Tourism, Transportation and Corrections adopted a motion, on a vote of five to two, to support the Governor's recommendation.

20. During hearings on the budget, the Committee received testimony supporting both the Governor's recommendation and proposals to hire even more additional troopers. The cost of an additional 15 troopers (for a total increase of 29 troopers, the most that could be trained in the biennium), would be \$927,000 SEG and \$345,000 SEG-S in 2000-01.

**ALTERNATIVES**

**NO** 1. Approve the Governor's recommendation to provide \$321,900 SEG, \$189,000 SEG-S and 9.0 SEG positions in 1999-00 and \$808,600 SEG, \$143,600 SEG-S and 14.0 SEG positions in 2000-01 to increase the size of the state traffic patrol. Increase the statutory number of traffic officers that DOT may employ by 15, from 385 to 400.

**NO** 2. Modify the Governor's recommendation based on a reestimate of the costs to provide 14 additional troopers by reducing the amount provided by \$500 SEG in 1999-00 and \$18,100 SEG in 2000-01. In addition, reduce the statutory number of traffic officers that DOT may hire to 399 to reflect the intent to limit the increase in the number of troopers that may be hired to 14.

<u>Alternative 2</u>	<u>SEG</u>
1999-01 FUNDING (Change to Bill)	- \$18,600

**NO** 3. Reduce the amount provided by \$72,000 SEG, \$42,000 SEG-S and 2.0 SEG positions in 1999-00 and \$434,100 SEG, \$121,900 SEG-S and 7.0 SEG positions in 2000-01 to reduce the number of additional troopers to seven. Establish the statutory number of traffic officers that DOT may hire at 392.

<u>Alternative 3</u>	<u>SEG</u>	<u>SEG-S</u>	<u>TOTAL</u>
1999-01 FUNDING (Change to Bill)	- \$506,100	- \$163,900	- \$670,000
2000-01 POSITIONS (Change to Bill)	- 7.00	0.00	- 7.00

**NO** 4. Increase the amount provided by \$927,000 SEG, \$345,000 SEG-S and 15.0 SEG positions in 2000-01 to increase the number of additional troopers to 29. Establish the statutory number of traffic officers that DOT may hire at 414.

<u>Alternative 4</u>	<u>SEG</u>	<u>SEG-S</u>	<u>TOTAL</u>
1999-01 FUNDING (Change to Bill)	\$927,000	\$345,000	\$1,272,000
2000-01 POSITIONS (Change to Bill)	15.00	0.00	15.00

**NO** 5. Delete provision.

<u>Alternative 5</u>	<u>SEG</u>	<u>SEG-S</u>	<u>TOTAL</u>
1999-01 FUNDING (Change to Bill)	- \$1,130,500	- \$332,600	- \$1,463,100
2000-01 POSITIONS (Change to Bill)	- 14.00	0.00	- 14.00

Prepared by: Jon Dyck

MO# AH 2

BURKE	Y	N	A
DECKER	Y	N	A
JAUCH	Y	N	A
MOORE	Y	N	A
SHIBILSKI	Y	N	A
PLACHE	Y	N	A
COWLES	Y	N	A
PANZER	Y	N	A
GARD	Y	N	A
PORTER	Y	N	A
KAUFERT	Y	N	A
ALBERS	Y	N	A
DUFF	Y	N	A
WARD	Y	N	A
HUBER	Y	N	A
RILEY	Y	N	A

AYE 13 NO 3 ABS

**(Gov ) Agency:** DOT - State Patrol

**Recommendations:**

**Paper No.** LFB Summary Items for Which no issue paper has been prepared:

**Comments:** These all seem fine. **No action needed**, since this is a gov/bill agency.

But, just for fun I added up the revenue being approved here. It's about \$4.7 million from the transportation fund. That's more than 3-times higher than the amount it costs to fund the new 14 state troopers.

The moral of that story, is get the issues you want approved included in the last paper of each section. Once again, the power of FB is evident. Maybe Fred or John are working their way out of a recent traffic citation.

**Prepared by:** Barry

# TRANSPORTATION

## State Patrol

### LFB Summary Items for Which No Issue Paper Has Been Prepared

<u>Item #</u>	<u>Title</u>
2	Additional Officer Training Class
3	Digital Microwave Communications Equipment
4	Computer-Aided Dispatch System
5	Computer Software Maintenance Contracts for Communications Equipment
6	DNR/DOT Radio Shop Merger
7	Public Safety Radio Program -- Funding Increase
8	Public Safety Radio Program -- Transfers from DOT and DNR
9	Public Safety Radio Program -- Services for Local Governments
10	Preliminary Breath Testing Instruments
11	Chemical Testing Section -- Operations
12	Chemical Testing Section -- Overtime Adjustment
13	Chemical Testing Section -- Funding Mechanism
14	Training Academy Operations
16	Motor Carrier Enforcement Computer System

MO# \_\_\_\_\_

### LFB Summary Item for Introduction as Separate Legislation

<u>Item #</u>	<u>Title</u>	BURKE	DECKER	JAUCH	MOORE	SHIBILSKI	PLACHE	COWLES	PANZER	GARD	PORTER	KAUFERT	ALBERS	DUFF	WARD	HUBER	RILEY		
18	Portable Scale Certification	Y	N	A	Y	N	A	Y	N	A	Y	N	A	Y	N	A	Y	N	A

AYE \_\_\_\_\_ NO \_\_\_\_\_ ABS \_\_\_\_\_