

Fiscal Estimate - 2003 Session

Original Updated Corrected Supplemental

LRB Number 03-0173/1 **Introduction Number** SB-3

Subject
Human service vehicles and the specialized transportation assistance program

Fiscal Effect

State:

No State Fiscal Effect
 Indeterminate

<input type="checkbox"/> Increase Existing Appropriations	<input type="checkbox"/> Increase Existing Revenues	<input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Decrease Existing Appropriations	<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Create New Appropriations		<input type="checkbox"/> Decrease Costs

Local:

<input type="checkbox"/> No Local Government Costs		
<input checked="" type="checkbox"/> Indeterminate		
1. <input checked="" type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Government Units Affected <input type="checkbox"/> Towns <input type="checkbox"/> Village <input type="checkbox"/> Cities <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

Fund Sources Affected **Affected Ch. 20 Appropriations**

GPR FED PRO PRS SEG SEGS

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Fiscal Estimate Narratives
DOT 2/4/2003

LRB Number 03-0173/1	Introduction Number SB-3	Estimate Type Original
Subject		
Human service vehicles and the specialized transportation assistance program		

Assumptions Used in Arriving at Fiscal Estimate

1. This proposal only affects Human Service Vehicles (HSV license plates) funded by s. 85.21 and owned by counties or by county-contracted private specialized transportation providers.

In all, there are about 2,000 Human Service VEHICLES registered to a variety of owners. The number registered specifically to counties or county-contracted specialized transportation providers is not known. The counties and contracted providers may also use other types of vehicles, for example, registered with truck, municipal, bus, or auto plates, to transport elderly and disabled clients.

Please note: The number of HSV-specific DRIVERS, county or otherwise, is indeterminable. The number of drivers transporting elderly and disabled clients with non-Human Service Vehicles is also indeterminable. Both HSV and other vehicles may be operated by paid and volunteer drivers, regularly or occasionally, to transport elderly and disabled clients. Although drivers are required to hold a valid class D license, there is no relevant driving test that would involve DOT with this wide variety of actual and potential drivers.

2. Criminal Background Checks for Drivers

The Department of Justice already has processes and forms in place for employers to obtain criminal background checks: for example, child care and health care providers.

DOT will prescribe the use of DOJ forms for employers and employees to obtain background checks from DOJ. DOT will add a county Self-Certification Form, with information about requirements for background checks and driver record checks, to the s. 85.21 funding application, at a cost of about \$100 annually. The Department will absorb this cost.

Because the volume of potentially affected vehicles and drivers is so small, DOT will not set up the optional informational 800-number.

3. Driving Record Checks

No new program or forms need to be developed for Counties or HSV-employers to obtain driver records of employees. Literature about the existing Employer Notification Program will be provided to employers with the s. 85.21 application form, or upon request.

After registering with the program, employers are sent employee driving record abstracts whenever an employee has an accident, conviction, or loses their driving privileges. The registration fee for the employer is \$20 annually, with a one-time \$2 fee for each employee enrolled. The fee for each record abstract mailed to the employer, when an incident occurs, is \$5. Billing is quarterly.

4. Vehicle Inspection and registration

Under current law [s. 110.05(2)] it is the responsibility of the owner to have the HSV inspected annually. No HSV can be operated unless the current inspection sticker is displayed on the windshield, visible to law enforcement.

DMV requests proof of the inspection at original registration. To implement this proposal, proof of inspection will also be requested of all 2,000 HSVs, regardless of ownership, at renewal of registration. No data processing development is needed at this time to accomplish that process.

5. Vehicle Funding

Counties acquire very few HSVs with s. 85.21 funding. Counties use 85.21 funding almost exclusively for transportation

services, not necessarily for the purchase of capital equipment (vehicles.) DOT/DTIM would require grantees under s. 85.21 to certify as a condition of receiving funding that they are in compliance with this proposal. DTIM would not review or approve local policies and procedures, but would withhold future funding if it was discovered a county was not in compliance. No DOT oversight would be provided for HSVs operated by other agencies or services not receiving state funding from DTIM.

The initial applicability of the proposal is for contracts entered into on the effective date of the subsection. Contracts for funding are annual so it will take up to a year for all counties to be affected.

6. Local costs

Counties likely will find the added requirements to do record checks, background investigations, and provide training to their employees a burden. In addition, they will need to audit their specialized service contractors to assure compliance. Many specialized transportation providers have severe budget and staffing constraints due to high insurance costs, driver turnover, etc. may also find the new requirements a burden.

Long-Range Fiscal Implications