

Fiscal Estimate - 2003 Session

Original Updated Corrected Supplemental

LRB Number **03-1333/1** Introduction Number **SB-51**

Subject

Suspending a driver's license for failure to pay a forfeiture

Fiscal Effect

State:

- No State Fiscal Effect
- Indeterminate
- Increase Existing Appropriations
- Decrease Existing Appropriations
- Create New Appropriations
- Increase Existing Revenues
- Decrease Existing Revenues
- Increase Costs - May be possible to absorb within agency's budget
 Yes No
- Decrease Costs

Local:

- No Local Government Costs
- Indeterminate
- 1. Increase Costs
- 2. Decrease Costs
- 3. Increase Revenue
- 4. Decrease Revenue
- 5. Types of Local Government Units Affected
 - Towns
 - Counties
 - School Districts
 - Village
 - Others
 - WTCS Districts
 - Cities
- Permissive Mandatory
- Permissive Mandatory
- Permissive Mandatory
- Permissive Mandatory

Fund Sources Affected

GPR FED PRO PRS SEG SEGS 20.395(5)cq

Affected Ch. 20 Appropriations

Agency/Prepared By

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Date

3/18/2003

Fiscal Estimate Narratives

DOT 3/19/2003

LRB Number	03-1333/1	Introduction Number	SB-51	Estimate Type	Original
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Assumptions Used in Arriving at Fiscal Estimate

CONCLUSION

DOT/DMV

Salary and Fringe \$378,500

Supplies and Services \$18,800

DOT

Revenue to the TRANS Fund \$900,000

Local costs are indeterminate.

There will be some increase in costs for Courts to handle additional driver license withdrawal cases for non-traffic related offenses (local ordinance violations: noise, parking, pets-at-large, snow removal, etc.) "Standard format" license withdrawal forms in paper (available from DOT) would be the same format as used for other license withdrawal orders. A standard format is also required if the Courts wish to transmit orders electronically. Costs to develop an electronic interface will vary by jurisdiction.

BASIS FOR CONCLUSION

(1.) The provision to withdraw a driver's license for failing to pay a non-traffic forfeiture (FPN) was rescinded with 1999 Act 9. We estimate the caseload will return to the pre-1999 level of about 35,000 annually. Adding typical historic growth, the estimate is 40,000 FPN cases annually.

There is an additional indeterminate caseload increase that occurs because people continue to drive even after their license is suspended, receiving additional withdrawals for Operating While Suspended (OWS) and even escalating to Habitual Traffic Offender (HTO.) We estimate that additional caseload at about 10.3% of the 40,000 or 4,128, for a total of 44,128.

Note: In a study commissioned by DOT in 2002, 75% of the respondents self-reported that they drove while their license was suspended, reporting most often that they drove to get to work. (FPN withdrawals are not eligible for Occupational Licenses under this proposal.)

(2.) The total position need is 9.9 FTE, detailed as follows:

WITHDRAWAL ORDER PROCESSING manually @ 9.8 minutes per unit = 4.5 FTE

COMPLIANCE ASSISTANCE

10,000 Case Releases @ 7.45 minutes per unit = 0.7 FTE

1,200 Case Reductions @ 7.45 minutes per unit = 0.1 FTE

20,000 Information Contacts @ 8.53 minutes per unit = 1.7 FTE

REINSTATEMENT PROCESSING

18,000 Reinstatement Cases @ 16.8 minutes per unit = 2.9 FTE

Total Salary = \$271,900 and Fringe \$106,600 = \$378,500

(3.) Supplies & Services = Withdrawal orders: envelope and DOA Print-to-Mail Processing @ 44,128 units x \$0.43 = \$18,800

(4.) By late 2001, the Division developed an "automated process" for withdrawal orders, either by having a 3rd party vendor key the "standard format" data for a magnetic tape update of the driver data base, or by electronic transmittal from the Court. In order to add FPNs now, and reduce the need slightly for FTE in DOT, Courts

would be required to use "standard" paper or electronic formats. This potential savings has not been calculated since many courts have not been interested in standard formats or are not able to participate electronically without development costs.

(5.) Revenue to the TRANS Fund = 18,000 reinstatements x \$50 = \$900,000

Long-Range Fiscal Implications

As the FPN caseload continues to increase, the staffing need will increase.

Fiscal Estimate Worksheet - 2003 Session

Detailed Estimate of Annual Fiscal Effect

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Subject			
Suspending a driver's license for failure to pay a forfeiture			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
None.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
	State Operations - Salaries and Fringes	\$378,500	
	(FTE Position Changes)	(9.9 FTE)	
	State Operations - Other Costs	18,800	
	Local Assistance		
	Aids to Individuals or Organizations		
	TOTAL State Costs by Category	\$397,300	\$
B. State Costs by Source of Funds			
	GPR		
	FED		
	PRO/PRS		
	SEG/SEG-S (20.395(5)cq)	397,300	
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
	GPR Taxes	\$	\$
	GPR Earned		
	FED		
	PRO/PRS		
	SEG/SEG-S	900,000	
	TOTAL State Revenues	\$900,000	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$397,300	\$
NET CHANGE IN REVENUE		\$900,000	\$
Agency/Prepared By		Authorized Signature	Date
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