

Fiscal Estimate Narratives
DOT 2/18/2010

LRB Number 09-4207/1	Introduction Number AB-0728	Estimate Type Original
Description The safe-ride grant program administered by the Department of Transportation		

Assumptions Used in Arriving at Fiscal Estimate

This bill would increase (from 50% to 80%) the maximum State share of costs incurred to transport persons suspected of being too intoxicated to legally drive from a bar or other retail-licensed premises to a residence, under local safe-ride programs funded via the Safe Ride (SR) grant program administered by the Department of Transportation.

The bill would have no effect on the total amount of revenue generated annually for the SR grant program, which comes via a dedicated portion of the \$365 Driver Improvement Surcharge assessed on all persons convicted of an impaired driving offense.

[NOTE: 2007 Wisconsin Act 111 increased the dedication portion of the Driver Improvement Surcharge for the SR appropriation from \$5 per conviction to about \$14 per conviction.]

The bill would only increase the maximum State share of costs, with a reciprocal decrease the maximum non-State share.

To the extent the new cost-share split would induce greater participation in SR-funded programs, there would be an indeterminate net increase in State costs for local SR grant-funded activities, but these costs are already fully-funded, limited only by the maximum available funds in the SR appropriation (i.e. new revenue, plus unexpended carryover from prior years).

And, to the extent the new cost-share split would induce greater participation in SR grant-funded programs, there would an indeterminate net decrease or, possibly a net increase, in non-State costs for local SR grant-funded activities. [NOTE: Since the SR grant program started in 1999, it is believed 100% of the non-State cost share has been borne by a variety of non-governmental sources, including private donations, user fees, and fund-raisers.]

Long-Range Fiscal Implications

Indeterminate

Fiscal Estimate Worksheet - 2009 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Description			
The safe-ride grant program administered by the Department of Transportation			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
Indeterminate			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	\$
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		State	Local
NET CHANGE IN COSTS		\$	\$
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By		Authorized Signature	Date
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