

Fiscal Estimate - 2023 Session

Original Updated Corrected Supplemental

LRB Number 23-0008/1 **Introduction Number** SB-0150

Description
motor vehicle operators licenses restricting operators to the use of motor vehicles equipped with ignition interlock devices and providing a penalty

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
 Permissive Mandatory
 - 2. Decrease Costs
 Permissive Mandatory
 - 3. Increase Revenue
 Permissive Mandatory
 - 4. Decrease Revenue
 Permissive Mandatory
 - 5. Types of Local Government Units Affected
 - Towns
 - Villages
 - Cities
 - Counties
 - Others
 - School Districts
 - WTCS Districts

Fund Sources Affected **Affected Ch. 20 Appropriations**
 GPR FED PRO PRS SEG SEGS 20.680 (2)(a) and 20.680 (2)(j)

Agency/Prepared By	Authorized Signature	Date
CTS/ Karley Klein (608) 267-5277	Karley Klein (608) 267-5277	11/29/2023

Fiscal Estimate Narratives

CTS 11/29/2023

LRB Number	23-0008/1	Introduction Number	SB-0150	Estimate Type	Original
Description motor vehicle operators licenses restricting operators to the use of motor vehicles equipped with ignition interlock devices and providing a penalty					

Assumptions Used in Arriving at Fiscal Estimate

This bill creates a new type of drivers license--an "ignition interlock restricted driver's licenses" (IIRL)--as an alternative to the current occupational licenses for certain first time OWI offenses. The new restricted licenses would allow drivers to operate a motor vehicle equipped with an IID, giving first time violators who voluntarily have IID systems installed the ability to return to driving right away. The bill creates a judicial process to grant the new type of license if the Department of Transportation first denies a petition for the license. The bill creates fines and penalties for violations of IID restrictions.

This legislation may have a significant impact statewide impact on the courts, given the number of first time OWI offenders who may petition courts for the newly created IIRLs. If a person's petition for an IIRL is denied by the Dept. of Transportation, the legislation allows a person to petition the circuit court for the issuance of an IIRL. This will require new statewide forms for use by petitioners as well as judicial and court staff training. This may also require court order forms directed to the Dept. of Transportation and/or additional CCAP coding in forwarding orders through the DOT interface. Court Operations staff would work with CCAP in developing forms, procedures, and codes to assist Clerks and Judges as they receive IIRL petitions. This may also require the creation of a new class code.

On the local level, the additional workload and costs for counties associated with implementing the bill, will vary county-to-county.

A delayed effective date of at least two months is requested to have sufficient time to develop and implement programming for CCAP, the creation of forms, and the creation of processes and procedures for Judges and Clerks of Court.

Long-Range Fiscal Implications