

# FISCAL NOTE

**Bill #:** SB0334

**Title:** Justice department to contract for driver rehabilitation & improvement program

**Primary**

**Sponsor:** Lorents Grosfield

**Status:** As Introduced

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Sponsor signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chuck Swysgood, Budget Director

\_\_\_\_\_  
Date

## Fiscal Summary

	<b><u>FY2002</u></b> <b><u>Difference</u></b>	<b><u>FY2003</u></b> <b><u>Difference</u></b>
<b>Expenditures:</b>		
State Special Revenue	51,956	33,038
<b>Revenue:</b>		
State Special Revenue	42,250	42,250
<b>Net Impact on General Fund Balance:</b>	<b>\$0</b>	<b>\$0</b>

<b><u>Yes</u></b>	<b><u>No</u></b>		<b><u>Yes</u></b>	<b><u>No</u></b>	
	X	Significant Local Gov. Impact	X		Technical Concerns
	X	Included in the Executive Budget	X		Significant Long-Term Impacts
X		Dedicated Revenue Form Attached	X		Family Impact Form Attached

## Fiscal Analysis

### ASSUMPTIONS:

1. Each year nearly 1,300 Montana drivers will have accumulated 18 or more points in their driver history records and would be eligible to participate in the driver rehabilitation and improvement program.
2. 1.00 FTE, grade 12, would be needed to develop and implement processes to certify driver rehabilitation and improvement course providers statewide and to provide coordination with those individuals identified as a driver in need of rehabilitation and improvement. This would increase personnel expenditures \$29,562 per year.
3. Annual operating costs are estimated at \$520 for postage and forms (1,300 x \$0.40) plus \$2,956 for computer charges, supplies, phone, rent, and training.

4. One-time costs in FY 2002 would include \$500 for administrative rulemaking process and \$3,500 for computers and office equipment for the FTE. Additional one-time operating costs in FY 2002 to the Department of Justice to update the driver licensing system to implement this driver rehabilitation and improvement program are estimated at \$11,700 (156 hours x \$75/hour) for FY 2002. A combination of DOJ programming staff and private vendors will be necessary to address the current backlog of more than 15,000 hours of programming to comply with existing mandates and the considerable system maintenance that is required. Computer costs to complete the programming are estimated at \$3,218 (19.5 days @ \$165/day). Total costs in FY 2002 for programming are estimated at \$14,918 (\$11,700 + \$3,218). Total one time costs in FY 2002 are estimated at \$18,918 (\$500 + \$3,500 + \$14,918).
5. Assuming 50% of the individuals eligible to participate in the driver rehabilitation and improvement program, it is estimated that a fee of \$65 charged to each participant would be sufficient to reimburse the state for its costs in administering this program, generating an estimated \$42,250 in annual special revenue funds.

FISCAL IMPACT:

	<u>FY2002 Difference</u>	<u>FY2003 Difference</u>
FTE	1.00	1.00
<u>Expenditures:</u>		
Personal Services	\$29,562	\$29,562
Operating Expenses	<u>\$22,394</u>	<u>\$3,476</u>
TOTAL	\$51,956	\$33,038
<u>Funding:</u>		
State Special Revenue (02)	\$51,956	\$33,038
<u>Revenues:</u>		
State Special Revenue (02)	\$42,250	\$42,250
<u>Net Impact to Fund Balance (Revenue minus Expenditure):</u>		
State Special Revenue (02)	(\$9,706)	\$9,212

LONG-RANGE IMPACTS:

1. A driver rehabilitation and improvement program would reduce the number of accidents, personal injuries, and deaths resulting from the operation of motor vehicles due to failure to apply proper driving techniques in the operation of vehicle and improper driving attitudes and habits on the part of operators.

TECHNICAL NOTES:

1. Due to the need to complete system programming changes and develop criteria for certification, the Department of Justice, Motor Vehicle Division would not be able to implement this program until after July 1, 2001.
2. Provision should be made in the bill to establish a new state special revenue fund, which would be needed to separately track fees collected by the department to implement the bill.

## **DEDICATION OF REVENUE:**

- a) Are there persons or entities that benefit from this dedicated revenue that do not pay? (please explain)

The intent of the proposed driver rehabilitation and improvement program would be a reduction in the number of accidents, personal injuries, and deaths resulting due to motor vehicle accidents, benefiting the individuals involved and the taxpayers of Montana.

- b) What special information or other advantages exist as a result of using a state special revenue fund that could not be obtained if the revenue were allocated to the general fund?

The costs of this program would be funded by those who have created the need for a driver rehabilitation and improvement program and not charged to all of Montana's taxpayers.

- c) Is the source of revenue relevant to current use of the funds and adequate to fund the program activity that is intended? ☒ Yes ☐ No (if no, explain)

- d) Does the need for this state special revenue provision still exist? ☒ Yes ☐ No (Explain)

It seems appropriate that this driver rehabilitation and improvement program be funded by those utilizing the program.

- e) Does the dedicated revenue affect the legislature's ability to scrutinize budgets, control expenditures, or establish priorities for state spending? (Please Explain)

No, the legislature would continue to have the ability to review this program's budget and priorities.

- f) Does the dedicated revenue fulfill a continuing, legislatively recognized need? (Please Explain)

If SB 334 is passed and becomes law, the dedicated revenue account established would be aligned with a legislatively recognized need to implement a program aimed at reducing the impact of negative driving actions.

- g) How does the dedicated revenue provision result in accounting/auditing efficiencies or inefficiencies in your agency? (Please Explain. Also, if the program/activity were general funded, could you adequately account for the program/activity?)

A dedicated revenue account such as proposed by SB 334 would not create any difficulties for the Department of Justice, Motor Vehicle Division.

If this bill becomes law, the division would establish appropriate organization coding that will allow the division to adequately account for the program/activity.