

### Fiscal Estimate - 2017 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> 17-5272/1	<b>Introduction Number</b> SB-759	
<b>Description</b> regulation of taxicab companies and taxicab dispatch services, extending the time limit for emergency rule procedures, providing an exemption from emergency rule procedures, granting rule-making authority, and providing a criminal penalty		
<b>Fiscal Effect</b>  <b>State:</b> <input type="checkbox"/> No State Fiscal Effect <input checked="" type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input checked="" type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Decrease Existing Revenues <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Create New Appropriations <input type="checkbox"/> Decrease Costs		
<b>Local:</b> <input type="checkbox"/> No Local Government Costs <input checked="" type="checkbox"/> Indeterminate 1. <input type="checkbox"/> Increase Costs      3. <input type="checkbox"/> Increase Revenue      5. Types of Local Government Units Affected <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Village <input checked="" type="checkbox"/> Cities 2. <input checked="" type="checkbox"/> Decrease Costs      4. <input checked="" type="checkbox"/> Decrease Revenue <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts		
<b>Fund Sources Affected</b> <b>Affected Ch. 20 Appropriations</b> <input type="checkbox"/> GPR <input type="checkbox"/> FED <input checked="" type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input type="checkbox"/> SEGS 20.165(1)(g)		
<b>Agency/Prepared By</b> DSPS/ Andrew Potts (608) 267-1811	<b>Authorized Signature</b> Kirsten Reader (608) 267-2435	<b>Date</b> 2/8/2018

## Fiscal Estimate Narratives

DSPS 2/8/2018

LRB Number	17-5272/1	Introduction Number	SB-759	Estimate Type	Original
<b>Description</b> regulation of taxicab companies and taxicab dispatch services, extending the time limit for emergency rule procedures, providing an exemption from emergency rule procedures, granting rule-making authority, and providing a criminal penalty					

### Assumptions Used in Arriving at Fiscal Estimate

The bill would require the department to license taxicab companies and taxicab dispatch services. The bill would also prohibit local units of government from regulating taxis. The department estimates that there are approximately 80 taxicab companies in Wisconsin.

The bill would require the department to charge a fee on a sliding scale of between \$500 and \$5,000. Assuming 80 companies would be licensed by the department, revenues would be between \$40,000 and \$400,000. License revenues from taxicab and taxicab dispatch services would be subject to a 10 percent lapse to GPR-E. The revenue would be receipted into appropriation s. 20.165(1)(g); however, the bill does not increase expenditure authority in appropriation s. 20.165(1)(g).

The department would incur one-time costs related to programming expenses for the Integrated Credentialing Enforcement (ICE) database system and the Online Licensure Application System (OLAS). Neither ICE nor OLAS was developed with ability to charge a sliding scale fee; all license fees in the systems are fixed amounts. Updating ICE and OLAS to accommodate a sliding scale, while preserving the integrity of the data, would require a significant rewriting of the computer code. The department estimates rewriting ICE and OLAS would take approximately 208 hours, with a one-time cost of \$17,900.

The department would incur costs related to the drafting of administrative rules for the regulation of taxicab companies and taxicab dispatch services. The department estimates that the rulemaking process would require approximately 200 hours of staff time, with a one-time cost of \$3,300.

The department would also incur one-time costs related to: 1) creating new forms; 2) developing new standard operating procedures for credentialing staff; 3) training credentialing staff on new procedures; and, 4) updating the department's website. The department estimates these one-time costs at \$5,300.

The bill would eliminate the ability of local units of government to regulate taxis. Local governments would see a decrease in costs, as they would no longer be responsible for regulating taxicab companies. Local governments would also see a decrease in revenue, as they would no longer collect licensing fees from taxicab companies. The department does not collect information related to local governments' expenses or revenues derived from taxicab companies; therefore, it does not have any way to determine the fiscal impact on local governments.

### Long-Range Fiscal Implications

The department would incur ongoing costs related to the renewal of taxicab and taxicab dispatch services. The department estimates that the processing of renewal applications would have a negligible impact on credentialing staff and can be absorbed at existing staff levels.

Additionally, the department would incur costs related to the intake, investigation and prosecution of complaints against taxicab companies and taxicab dispatch services. The department does not have any way to determine the number of complaints it would receive; therefore, it cannot estimate the costs at this time.

## Fiscal Estimate Worksheet - 2017 Session

Detailed Estimate of Annual Fiscal Effect

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> 17-5272/1	<b>Introduction Number</b> SB-759	
<b>Description</b> regulation of taxicab companies and taxicab dispatch services, extending the time limit for emergency rule procedures, providing an exemption from emergency rule procedures, granting rule-making authority, and providing a criminal penalty		
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>  The department estimates that it would incur \$17,900 in IT related costs, \$3,300 in rule promulgation costs and \$5,300 in credential processing related costs, for total one-time costs of \$26,500.		
<b>II. Annualized Costs:</b>		
	<b>Annualized Fiscal Impact on funds from:</b>	
	Increased Costs      Decreased Costs	
<b>A. State Costs by Category</b>		
State Operations - Salaries and Fringes	\$	\$
(FTE Position Changes)		
State Operations - Other Costs		
Local Assistance		
Aids to Individuals or Organizations		
<b>TOTAL State Costs by Category</b>	<b>\$</b>	<b>\$</b>
<b>B. State Costs by Source of Funds</b>		
GPR		
FED		
PRO/PRS		
SEG/SEG-S		
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)</b>		
	Increased Rev	Decreased Rev
GPR Taxes	\$	\$
GPR Earned		
FED		
PRO/PRS		
SEG/SEG-S		
<b>TOTAL State Revenues</b>	<b>\$</b>	<b>\$</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>		
	<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS	\$	\$
NET CHANGE IN REVENUE	\$	\$
<b>Agency/Prepared By</b> <b>Authorized Signature</b> <b>Date</b>		
DSPS/ Andrew Potts (608) 267-1811	Kirsten Reader (608) 267-2435	2/8/2018