

Alternate penalties & pretrial release  
for alcohol crimes.

19LSO-0087, 1.0

**FISCAL NOTE**

	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
<b>NON-ADMINISTRATIVE IMPACT</b>			
Anticipated Revenue increase			
HIGHWAY FUND	\$70,650	\$70,650	\$70,650

Source of revenue increase:

Currently the Department of Transportation (DOT) experiences about 32 percent compliance with the interlock program, due to the loophole that a DUI offender can just not drive for the ordered period and then reinstate their existing license. This new bill eliminates that loophole and an offender must have a valid driver's license with interlock or a 24/7 restricted license. The DOT would expect at least 75 percent compliance, which would generate additional revenue. Currently about 3 percent of the offenders in the program are eligible for the indigent fee waiver program.

Assumptions:

The DOT numbers are based on current levels of offenders that should be in the program compared to actual offenders in the program. States surrounding Wyoming are experiencing about a 75 percent compliance rate with similar types of programs. The DOT is assuming a 75 percent compliance rate with this impact.

	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
<b>NON-ADMINISTRATIVE IMPACT</b>			
Anticipated Expenditure increase			
HIGHWAY FUND	\$16,500	\$16,500	\$16,500

Source of Expenditure Increase:

Currently about 3 percent of the DUI offenders are eligible for the indigent program. The DOT would waive the \$100 driver's license fee as well as pay for one-half (1/2) of the expenses associated the ignition interlock requirement to include installation, monthly lease and calibration fees, and removal.

Assumptions:

The DOT has no way to forecast if the percentage of indigent eligible offenders would go up from the current trend of 3 percent. The figures are based on a one-year sentence that requires an offender to have the interlock device in their vehicle.

**NOTICE-AGENCY ESTIMATE OF ADMINISTRATIVE IMPACT REQUESTED**

This bill has administrative impact that appears to increase duties or responsibilities of one or more state agencies and may impact agency spending or staffing requirements. As introduced, the bill does not modify any state agency budget or current personnel authorizations.

The following state agencies will be asked to provide their estimate of the administrative fiscal impact prior to the first committee meeting held to consider the bill:

Department of Transportation

The fiscal impact to the judicial system is indeterminable due to an unknown number of cases.

Prepared by: Matthew Sackett, LSO

Phone: 777-7881

(Information provided by Rodney Freier, Jr., Department of Transportation, 777-4174; Steve Winders, Attorney General's Office, 777-7840; Kristi Racines, Supreme Court, 777-7502)

SF0007