

1 than 90 days after the date the petition for appeal is filed. On  
2 the expiration of the stay, the director's action shall be  
3 reinstated or imposed. The department or court may not extend the  
4 stay or grant an additional stay.

5 SECTION 34. Subsection (a), Section 548.501, Transportation  
6 Code, is amended to read as follows:

7 (a) Except as provided by Sections 548.503 and 548.504, the  
8 fee for inspection of a motor vehicle other than a moped is \$12.50  
9 [\$10-50]. The fee for inspection of a moped is \$5.75. The fee for  
10 a verification form issued as required by Section 548.256 is \$1.

11 SECTION 35. Subsection (a), Section 548.503, Transportation  
12 Code, is amended to read as follows:

13 (a) The fee for inspection of a passenger car or light truck  
14 under Section 548.102 shall be set by the department by rule on or  
15 before September 1 of each year [is-\$19-75]. A fee set by the  
16 department under this subsection must be based on the costs of  
17 producing certificates, providing inspections, and administering  
18 the program, but may not be less than \$21.75.

19 SECTION 36. Subsection (a), Section 548.601, Transportation  
20 Code, is amended to read as follows:

21 (a) A person, including an inspector or an inspection  
22 station, commits an offense if the person:

23 (1) issues an inspection certificate with knowledge  
24 that the issuance is in violation of this chapter or rules adopted  
25 under this chapter;

26 (2) falsely or fraudulently represents to the owner or

1 operator of a vehicle that equipment inspected or required to be  
2 inspected must be repaired, adjusted, or replaced for the vehicle  
3 to pass an inspection;

4 (3) misrepresents:

5 (A) material information in an application in  
6 violation of Section 548.402 or 548.403; or

7 (B) information filed with the department under  
8 this chapter or as required by department rule;

9 (4) issues an inspection certificate:

10 (A) without authorization to issue the  
11 certificate; or

12 (B) without inspecting the vehicle;

13 (5) issues an inspection certificate for a vehicle  
14 with knowledge that the vehicle has not been repaired, adjusted, or  
15 corrected after an inspection has shown a repair, adjustment, or  
16 correction to be necessary;

17 (6) knowingly issues an inspection certificate:

18 (A) for a vehicle without conducting an  
19 inspection of each item required to be inspected; or

20 (B) for a vehicle that is missing an item  
21 required to be inspected or that has an item required to be  
22 inspected that is not in compliance with state law or department  
23 rules;

24 (7) refuses to allow a vehicle's owner to have a  
25 qualified person of the owner's choice make a required repair,  
26 adjustment, or correction; [or]

1 (8) charges for an inspection an amount greater than  
2 the authorized fee; or

3 (9) performs an act prohibited by or fails to perform  
4 an act required by this chapter or a rule adopted under this  
5 chapter.

6 SECTION 37. Subsection (a), Section 548.602, Transportation  
7 Code, is amended to read as follows:

8 (a) After the fifth day after the date of expiration of the  
9 period designated for inspection, a person may not operate:

10 (1) a motor vehicle registered in this state unless a  
11 current and appropriate inspection certificate is displayed on the  
12 vehicle; or

13 (2) a commercial motor vehicle registered in this  
14 state unless it is equipped as required by federal motor carrier  
15 safety regulations and displays an inspection certificate issued  
16 under the program established under Section 548.201.

17 SECTION 38. Subsection (a), Section 601.376, Transportation  
18 Code, is amended to read as follows:

19 (a) A driver's license, vehicle registration, or  
20 nonresident's operating privilege that has been suspended under  
21 this chapter may not be reinstated and a new license or  
22 registration may not be issued to the holder of the suspended  
23 license, registration, or privilege until the person:

24 (1) pays to the department a fee of \$100 [\$50]; and

25 (2) complies with the other requirements of this  
26 chapter.

1           SECTION 39. Subsection (b), Section 644.101, Transportation  
2 Code, as amended by S.B. No. 1368, Acts of the 76th Legislature,  
3 Regular Session, 1999, is amended to read as follows:

4           (b) A police officer of any of the following municipalities  
5 is eligible to apply for certification under this section:

6                   (1) a municipality with a population of 100,000 or  
7 more;

8                   (2) a municipality with a population of 25,000 or more  
9 any part of which is located in a county with a population of 2.4  
10 million or more; [or]

11                   (3) a municipality with a population of less than  
12 25,000:

13                           (A) any part of which is located in a county  
14 with a population of 2.4 million; and

15                           (B) that contains or is adjacent to an  
16 international port; or

17                   (4) a municipality any part of which is located in a  
18 county bordering the United Mexican States.

19           SECTION 40. Section 644.103, Transportation Code, is amended  
20 by adding Subsections (d) and (e) to read as follows:

21           (d) A noncommissioned employee of the department who is  
22 certified for the purpose by the director and who is supervised by  
23 an officer of the department may, at a fixed-site facility, enter a  
24 motor vehicle that is subject to this chapter. If the employee's  
25 inspection shows that an enforcement action, such as the issuance  
26 of a citation, is warranted, the supervising officer must take the

1 action.

2 (e) The department's training and other requirements for  
3 certification of a noncommissioned employee of the department under  
4 this section must be the same as the training and requirements,  
5 other than the training and requirements for becoming and remaining  
6 a peace officer, for officers who enforce this chapter.

7 SECTION 41. Section 644.104, Transportation Code, is amended  
8 by adding Subsections (c) and (d) to read as follows:

9 (c) The department may use an officer to conduct an  
10 inspection under this section if the inspection involves a  
11 situation that the department determines to reasonably require the  
12 use or presence of an officer to accomplish the inspection.

13 (d) The department's training and other requirements for  
14 certification of a noncommissioned employee of the department under  
15 this section must be the same as the training and requirements,  
16 other than the training and requirements for becoming and remaining  
17 a peace officer, for officers who enforce this chapter.

18 SECTION 42. Section 382.0374, Health and Safety Code, is  
19 amended by adding Subsections (c) and (d) to read as follows:

20 (c) Subject to Subsection (d), the commission and the  
21 Department of Public Safety of the State of Texas by rule may allow  
22 alternative vehicle emissions testing, including onboard diagnostic  
23 testing, if:

24 (1) the technology provides accurate and reliable  
25 results;

26 (2) the technology is widely and readily available to

1 persons interested in performing alternative vehicle emissions  
2 testing; and

3 (3) the use of alternative testing is not likely to  
4 substantially affect federal approval of the state's air quality  
5 state implementation plan.

6 (d) A rule adopted under Subsection (c) may not be more  
7 restrictive than federal regulations governing vehicle emissions  
8 testing.

9 SECTION 43. Subsections (a) and (b), Article 60.061, Code of  
10 Criminal Procedure, are amended to read as follows:

11 (a) The Texas State Board of Medical Examiners, the Texas  
12 State Board of Podiatric Medical Examiners, the State Board of  
13 Dental Examiners, the Texas State Board of Pharmacy, and the State  
14 Board of Veterinary Medical Examiners shall provide to the  
15 Department of Public Safety through electronic means, magnetic  
16 tape, or disk, as specified by the department, a list including the  
17 name, date of birth, and any other personal descriptive information  
18 required by the department for each person licensed by the  
19 respective agency. Each agency shall update this information and  
20 submit to the Department of Public Safety the updated information  
21 quarterly [~~monthly~~].

22 (b) The Department of Public Safety shall perform at least  
23 quarterly [~~monthly~~] a computer match of the licensing list against  
24 the convictions maintained in the computerized criminal history  
25 system. The Department of Public Safety shall report to the  
26 appropriate licensing agency for verification and administrative

1 action, as considered appropriate by the licensing agency, the name  
2 of any person found to have a record of conviction, except a  
3 defendant whose prosecution is deferred during a period of  
4 community supervision without an adjudication or plea of guilt.  
5 The Department of Public Safety may charge the licensing agency a  
6 fee not to exceed the actual direct cost incurred by the department  
7 in performing a computer match and reporting to the agency.

8 SECTION 44. (a) In this section, "department" means the  
9 Department of Public Safety of the State of Texas.

10 (b) The Public Safety Commission shall adopt each rule and  
11 establish all procedures necessary to implement the changes in law  
12 made by this Act not later than January 1, 2000.

13 (c) Notwithstanding Section 521.125, Transportation Code, as  
14 amended by this Act, the department may use any materials used for  
15 driver's licenses that the department has on the effective date of  
16 this Act regardless of whether the materials comply with that  
17 section.

18 (d) Section 411.0031, Government Code, as added by this Act,  
19 does not apply to a member of the Public Safety Commission  
20 appointed before the effective date of this Act during the term the  
21 member is serving on that effective date.

22 (e) The change in law made by Subsection (f), Section  
23 411.007, Government Code, as amended by this Act, relating to the  
24 probationary period of certain employees of the department, applies  
25 only to the probationary period of a person inducted into the  
26 service of the department on or after the effective date of this

1 Act. The probationary period of a person inducted into the service  
 2 of the department before the effective date of this Act is governed  
 3 by the law as it existed immediately before the effective date of  
 4 this Act, and that law is continued in effect for that purpose.

5 (f) The change in law made by Subsection (f), Section  
 6 411.007, Government Code, as amended by this Act, relating to  
 7 judicial review of the discharge of an officer of the department,  
 8 applies only to a discharge that is affirmed by the Public Safety  
 9 Commission on or after the effective date of this Act. A discharge  
 10 that is affirmed by the commission before the effective date of  
 11 this Act is governed by the law as it existed immediately before  
 12 the effective date of this Act, and that law is continued in effect  
 13 for that purpose.

14 (g) The changes in law made by Section 411.0071, Government  
 15 Code, as added by this Act, apply only to an appointment or  
 16 promotion made on or after the effective date of this Act. A  
 17 person who, immediately before the effective date of this Act,  
 18 serves in a position that is designated as a management team  
 19 position by the director of the department on or after that date  
 20 continues to possess, after the effective date of this Act, all  
 21 rights related to holding that position that the person possessed  
 22 immediately before the effective date of this Act.

23 (h) The changes in law made by this Act do not affect a  
 24 commission issued under Section 411.023, Government Code, before  
 25 the effective date of this Act.

26 (i) Until the department sets the fee for an initial



1 two-year inspection of a passenger car or light truck under  
2 Subsection (a), Section 548.503, Transportation Code, as amended by  
3 this Act, the fee is \$19.75 before January 1, 2000, and \$21.75 on  
4 or after January 1, 2000. The department by rule may set the fee  
5 at an amount exceeding \$19.75 and charge the greater amount before  
6 January 1, 2000.

7 SECTION 45. (a) The change in law made by this Act to  
8 Subsection (a), Section 502.409, Section 548.306, and Subsection  
9 (a), Section 548.601, Transportation Code, applies only to an  
10 offense committed on or after the effective date of this Act. For  
11 purposes of this section, an offense is committed before the  
12 effective date of this Act if any element of the offense occurs  
13 before that date.

14 (b) An offense committed before the effective date of this  
15 Act is covered by the law in effect when the offense was committed,  
16 and that law is continued in effect for that purpose.

17 SECTION 46. The change in law made by this Act to Subsection  
18 (1), Section 548.407, Transportation Code, relating to payment of  
19 proceeds collected from a finding made under that subsection,  
20 applies only to proceeds collected from a finding that is adopted  
21 by the director of the Department of Public Safety of the State of  
22 Texas on or after the effective date of this Act. Payment of  
23 proceeds collected from a finding that is adopted by the director  
24 before the effective date of this Act is governed by the law in  
25 effect immediately before the effective date of this Act, and that  
26 law is continued in effect for that purpose.

1           SECTION 47. This Act takes effect September 1, 1999.

2           SECTION 48. The importance of this legislation and the  
3 crowded condition of the calendars in both houses create an  
4 emergency and an imperative public necessity that the  
5 constitutional rule requiring bills to be read on three several  
6 days in each house be suspended, and this rule is hereby suspended.

\_\_\_\_\_  
President of the Senate

\_\_\_\_\_  
Speaker of the House

I hereby certify that S.B. No. 370 passed the Senate on April 15, 1999, by a viva-voce vote; May 21, 1999, Senate refused to concur in House amendments and requested appointment of Conference Committee; May 24, 1999, House granted request of the Senate; May 30, 1999, Senate adopted Conference Committee Report by a viva-voce vote.

\_\_\_\_\_  
Secretary of the Senate

I hereby certify that S.B. No. 370 passed the House, with amendments, on May 19, 1999, by a non-record vote; May 24, 1999, House granted request of the Senate for appointment of Conference Committee; May 30, 1999, House adopted Conference Committee Report by a non-record vote.

\_\_\_\_\_  
Chief Clerk of the House

Approved:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Governor

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 76th Regular Session**

May 29, 1999

**TO:** Honorable Rick Perry, Lieutenant Governor  
Honorable James E. "Pete" Laney, Speaker of the House

**FROM:** John Keel, Director, Legislative Budget Board

**IN RE:** SB370 by Brown, J. E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), **Conference Committee Report**

**Estimated Two-year Net Impact to General Revenue Related Funds for SB370, Conference Committee Report:** positive impact of \$4,041,189 through the biennium ending August 31, 2001.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

**General Revenue-Related Funds, Five-Year Impact:**

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2000	\$100,324
2001	3,940,865
2002	4,090,908
2003	4,090,908
2004	4,090,908

**All Funds, Five-Year Impact:**

Fiscal Year	Probable Savings/(Cost) from <i>General Revenue Fund</i> 0001	Probable Revenue Gain/(Loss) from <i>General Revenue Fund</i> 0001	Change in Number of State Employees from FY 1999
2000	\$ (5,645,885)	\$ 5,746,209	38.5
2001	(1,805,344)	5,746,209	43.5
2002	(1,655,301)	5,746,209	43.5
2003	(1,655,301)	5,746,209	43.5
2004	(1,655,301)	5,746,209	43.5

**Technology Impact**

Technology impact for the bill would total \$3,691,121 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years.

**Fiscal Analysis**

The Department of Public Safety (DPS) would be continued through September 1, 2009. The bill would require the Commission on Public Safety to establish procedures for employment-related grievances. The bill would modify requirements to receive or renew a personal identification certificate or driver license and allow renewals by mail or electronic means and payment by credit card. The bill would increase the fee for reinstatement of a driver license, registration or non-resident operating privilege from \$50 to \$100. DPS would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities and commercial motor carriers. DPS would be

required to issue a new driver license number or personal identification number upon request of a victim of domestic violence.

### **Methodology**

Employee grievance procedures are estimated to cost \$108,063 for the first year and \$106,463 in subsequent years for 2.5 additional FTEs. To allow electronic renewal of identification cards and driver licenses, DPS would incur costs estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. Five additional FTEs would be needed. An increase in fees from \$50 to \$100 for the reinstatement of a driver license, registration or non-resident's operating privilege would increase revenues by an estimated \$5,246,209 per year. The use of non-commissioned staff to inspect commercial motor vehicles and commercial motor carriers assumes 30 non-commissioned staff will supplement commissioned officers for a total cost of \$1,675,208 in FY2000, \$1,209,224 in FY2001 and \$1,049,019 in subsequent years. Applications for a new driver license or identification card number by victims of domestic violence are estimated at 50,000 per year. DPS would need 6 additional employees. The fee for a duplicate license or identification card is \$10 yielding an estimated revenue of \$500,000 per year.

### **Local Government Impact**

Cities next to the Port of Houston would be allowed to enforce truck weight limits. Additional expenses and revenues would depend on the level of enforcement.

**Source Agencies:** 116 Sunset Advisory Commission  
**LBB Staff:** JK, MD, VS

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 76th Regular Session**

May 21, 1999

**TO:** Honorable Rick Perry, Lieutenant Governor, Senate

**FROM:** John Keel, Director, Legislative Budget Board

**IN RE:** SB370 by Brown, J.E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), As Passed 2nd House

**Estimated Two-year Net Impact to General Revenue Related Funds for SB370, As Passed 2nd House: negative impact of \$(98,195,728) through the biennium ending August 31, 2001.**

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

**General Revenue-Related Funds, Five-Year Impact:**

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2000	\$(60,578,247)
2001	(37,617,481)
2002	(37,470,192)
2003	(37,470,192)
2004	(37,470,192)

**All Funds, Five-Year Impact:**

Fiscal Year	Probable Savings/(Cost) from <i>General Revenue Fund</i> 0001	Probable Revenue Gain/(Loss) from <i>General Revenue Fund</i> 0001	Change in Number of State Employees from FY 1999
2000	\$ (26,324,456)	\$ (34,253,791)	44.5
2001	(3,363,690)	(34,253,791)	49.5
2002	(3,216,401)	(34,253,791)	49.5
2003	(3,216,401)	(34,253,791)	49.5
2004	(3,216,401)	(34,253,791)	49.5

**Technology Impact**

Technology impact for the bill would total \$5,628,292 in FY2000, \$737,341 in FY2001, and \$750,257 in subsequent years.

**Fiscal Analysis**

The Department of Public Safety (DPS) would be continued through September 1, 2009. The bill would require the Commission on Public Safety to establish procedures for employment-related grievances. The bill would modify requirements to receive or renew a personal identification certificate or driver license and allow renewals by mail or electronic means and payment by credit card. The bill would increase the fee for reinstatement of a driver license, registration or non-resident operating privilege from \$50 to \$100. DPS would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities and commercial motor carriers.

Floor Amendment 5 would require DPS to issue a new driver license number or personal identification number upon request of a victim of domestic violence. Floor Amendment 11 would require DPS to acquire through condemnation the Robert Mueller Municipal Airport owned by the City of Austin and to operate the airport in cooperation with the State Aircraft Pooling Board for law enforcement and general aviation purposes. Floor Amendment 14 would prohibit DPS from selling information collected through an application, except to a governmental entity or insurance company, unless the person authorizes the sale of the information. Floor Amendment 21 would prohibit DPS from requiring that a social security number be provided when applying for a driver license. The amendment would make a Texas driver license or personal identification certificate invalid as a proof of identity for federal agencies. The amendment may jeopardize part of the State's federal highway funding due to conflict with the federal Illegal Immigration Reform and Immigrant Responsibility Act of 1996. According to the Sunset Commission, such a prohibition would put the state in conflict with federal law and at risk of losing as much as \$100 million annually in Title IV-D funds for Child Support Enforcement. Floor Amendment 25 would require DPS to implement a system for collecting and analyzing information relating to stops, searches and arrests for traffic offenses by local law enforcement agencies.

### **Methodology**

Employee grievance procedures are estimated to cost \$108,063 for the first year and \$106,463 in subsequent years for 2.5 additional FTEs. To allow electronic renewal of identification cards and driver licenses, DPS would incur costs estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. Five additional FTEs would be needed. An increase in fees from \$50 to \$100 for the reinstatement of a driver license, registration or non-resident's operating privilege would increase revenues by an estimated \$5,246,209 per year. The use of non-commissioned staff to inspect commercial motor vehicles and commercial motor carriers assumes 30 non-commissioned staff will supplement commissioned officers for a total cost of \$1,675,208 in FY2000, \$1,209,224 in FY2001 and \$1,049,019 in subsequent years.

Floor Amendment 5: Applications for a new driver license or identification card number are estimated at 50,000 per year. DPS would need 6 additional employees. The fee for a duplicate license or identification card is \$10 yielding an estimated revenue of \$500,000 per year.

Floor Amendment 11: Airport appraisal costs are estimated at \$150,000. A prior appraisal (10/2/96) assessed a value of \$18,000,000 for the airport. A prior study of costs for the operation of the airport (March 1997) estimates start-up costs at \$555,000 in fiscal year 2000 and operational costs at \$1,146,000 per year thereafter.

Floor Amendment 14: DPS estimates contract programming costs at \$221,760 and revenue losses of as much as \$40,000,000, annually, due to the prohibition on the sale of driver's license files.

Floor Amendment 25: Contract programming and equipment costs for the new data base are estimated at \$1,160,736. DPS would also need 4 additional FTEs to manage the new database.

### **Local Government Impact**

Floor Amendment 7 would allow cities next to the Port of Houston to enforce truck weight limits. Additional expenses and revenues would depend on the level of enforcement. Floor Amendment 25 would require local law enforcement agencies to submit information related to traffic offenses. Additional expenses would depend on the specific information requirements and the method of reporting.

**Source Agencies:** 303 General Services Commission, 116 Sunset Advisory Commission,  
405 Department of Public Safety, 302 Office Of The Attorney General

**LBB Staff:** JK, MD, VS



**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 76th Regular Session**  
Revision 1

May 4, 1999

**TO:** Honorable Bob Turner, Chair, House Committee on Public Safety

**FROM:** John Keel, Director, Legislative Budget Board

**IN RE:** SB370 by Brown, J. E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), **Committee Report 2nd House, Substituted**

**Estimated Two-year Net Impact to General Revenue Related Funds for SB370, Committee Report 2nd House, Substituted:** positive impact of \$3,612,401 through the biennium ending August 31, 2001.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

**General Revenue-Related Funds, Five-Year Net Impact:**

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2000	\$2,833
2001	3,609,568
2002	3,759,611
2003	3,759,611
2004	3,759,611

**All Funds, Five-Year Impact:**

Fiscal Year	Probable Savings/(Cost) from <i>General Revenue Fund</i> 0001	Probable Revenue Gain/(Loss) from <i>General Revenue Fund</i> 0001	Change in Number of State Employees from FY 1999
2000	\$ (5,243,376)	\$ 5,246,209	32.5
2001	(1,636,641)	5,246,209	37.5
2002	(1,486,598)	5,246,209	37.5
2003	(1,486,598)	5,246,209	37.5
2004	(1,486,598)	5,246,209	37.5

**Technology Impact**

Technology impact for the bill would total \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. The costs would be incurred by Information Management Services to implement changes to the Distributive Driver License System and to allow for electronic transactions for identification cards and driver licenses and for payments by credit card. Technology impact would include \$2,710,000 for hardware and software to implement the process changes and 5 additional FTEs in Information Management Services.

**Fiscal Analysis**

The Department of Public Safety (DPS) would be continued through September 1, 2009.

The bill would require the Commission on Public Safety to establish procedures and practices for an employee to appeal a disciplinary action and to address an employment-related grievance. The bill would allow an employee recommended for discharge to use external mediation services.

The Commission would be required to approve all Department expenditures of seized and forfeited assets.

The bill would establish and specify the powers and duties of the Office of Audit and Review. The Commission would be required to establish an Office of Internal Affairs.

The bill would modify requirements to receive or renew a personal identification certificate or driver license. Renewals of a driver license or personal identification certificate would be allowed by mail, telephone, Internet, or other electronic means. The bill would authorize the use of alternative forms of payment, including credit cards, for the renewal of a driver license or personal identification certificate.

The bill would increase the fee for reinstatement of a driver license, registration or non-resident operating privilege from \$50 to \$100.

The Department would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities. The Department would be required to use a commissioned officer to inspect commercial motor carriers if the Department determined the presence of an officer was required to accomplish the inspection. The use of non-commissioned staff to comply with the bill would not reduce the number of commissioned officers.

## **Methodology**

### **Employee Grievance Procedures**

Estimated cost is \$104,063 for the first year and \$102,463 in subsequent years for 2.5 additional FTEs. Costs for external mediation of recommended discharges are estimated at \$4,000/year (5 requests for mediation x 8 hours per mediation x \$100 per hour).

### **Electronic renewal of Identification Cards and Driver Licenses**

The bill would require significant changes to the Distributed Driver License System and to the mainframe applications supporting the mainframe-based Driver License System, to provide for electronic processing and the ability to accept credit card payments. A host-based connection to a credit card clearinghouse would be developed. Card swipe hardware would be installed at each clerk's station. The fund accounting processes would require modification to track transactions paid for by credit card. Costs are estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. Five additional FTEs would be needed.

### **Reinstatement Fees**

An increase in fees from \$50 to \$100 for the reinstatement of a driver license, registration or non-resident's operating privilege would increase revenues to the General Fund by an estimated \$5,246,209 per year.

### **Non-commissioned Staff to Inspect Commercial Motor Vehicles**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position (salaries and benefits) in subsequent years for using non-commissioned staff to

supplement commercial motor vehicle inspections. The estimate assumes 20 non-commissioned staff will supplement commissioned officers at fixed sites for a total cost of \$1,340,166 in FY2000 and \$699,346 in subsequent years.

**Non-commissioned Staff to Inspect Commercial Motor Carriers.**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position (salaries and benefits) in subsequent years for using non-commissioned staff to supplement inspections of commercial motor carriers. The estimate assumes ten non-commissioned staff will supplement commissioned officers for inspections of commercial motor carriers for a total cost of \$335,042 in FY2000, \$509,878 in FY2001 and \$349,673 in subsequent years.

**Office of Internal Affairs and Office of Audit and Review**

These units would be formed from the current Internal Affairs, Internal Audit, and Inspection and Planning Units of the Department.

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

**Source Agencies:** 405 Department of Public Safety  
**LBB Staff:** JK, MD, VS

**LEGISLATIVE BUDGET BOARD**  
Austin, Texas

**FISCAL NOTE, 76th Regular Session**

April 29, 1999

**TO:** Honorable Bob Turner, Chair, House Committee on Public Safety

**FROM:** John Keel, Director, Legislative Budget Board

**IN RE:** SB370 by Brown, J. E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), **Committee Report 2nd House, Substituted**

**Estimated Two-year Net Impact to General Revenue Related Funds for SB370, Committee Report 2nd House, Substituted: positive impact of \$3,612,401 through the biennium ending August 31, 2001.**

**The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.**

**All Funds, Five-Year Impact:**

Fiscal Year	Probable Savings/(Cost) from <i>General Revenue Fund</i> 0001	Probable Revenue Gain/(Loss) from <i>General Revenue Fund</i> 0001	Change in Number of State Employees from FY 1999
2000	\$ (5,243,376)	\$ 5,246,209	32.5
2001	(1,636,641)	5,246,209	37.5
2002	(1,486,598)	5,246,209	37.5
2003	(1,486,598)	5,246,209	37.5
2004	(1,486,598)	5,246,209	37.5

**Technology Impact**

Technology impact for the bill would total \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. The costs would be incurred by Information Management Services to implement changes to the Distributive Driver License System and to allow for electronic transactions for identification cards and driver licenses and for payments by credit card. Technology impact would include \$2,710,000 for hardware and software to implement the process changes and 5 additional FTEs in Information Management Services.

**Fiscal Analysis**

The Department of Public Safety (DPS) would be continued through September 1, 2009.

The bill would require the Commission on Public Safety to establish procedures and practices for an employee to appeal a disciplinary action and to address an employment-related grievance. The bill would allow an employee recommended for discharge to use external mediation services.

The Commission would be required to approve all Department expenditures of seized and forfeited assets.

The bill would establish and specify the powers and duties of the Office of Audit and Review. The Commission would be required to establish an Office of Internal Affairs.

The bill would modify requirements to receive or renew a personal identification certificate or driver license. Renewals of a driver license or personal identification certificate would be allowed by mail, telephone, Internet, or other electronic means. The bill would authorize the use of alternative forms of payment, including credit cards, for the renewal of a driver license or personal identification certificate.

The bill would increase the fee for reinstatement of a driver license, registration or non-resident operating privilege from \$50 to \$100.

The Department would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities. The Department would be required to use a commissioned officer to inspect commercial motor carriers if the Department determined the presence of an officer was required to accomplish the inspection. The use of non-commissioned staff to comply with the bill would not reduce the number of commissioned officers.

### **Methodology**

#### **Employee Grievance Procedures**

Estimated cost is \$104,063 for the first year and \$102,463 in subsequent years for 2.5 additional FTEs. Costs for external mediation of recommended discharges are estimated at \$4,000/year (5 requests for mediation x 8 hours per mediation x \$100 per hour).

#### **Electronic renewal of Identification Cards and Driver Licenses**

The bill would require significant changes to the Distributed Driver License System and to the mainframe applications supporting the mainframe-based Driver License System, to provide for electronic processing and the ability to accept credit card payments. A host-based connection to a credit card clearinghouse would be developed. Card swipe hardware would be installed at each clerk's station. The fund accounting processes would require modification to track transactions paid for by credit card. Costs are estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. Five additional FTEs would be needed.

#### **Reinstatement Fees**

An increase in fees from \$50 to \$100 for the reinstatement of a driver license, registration or non-resident's operating privilege would increase revenues to the General Fund by an estimated \$5,246,209 per year.

#### **Non-commissioned Staff to Inspect Commercial Motor Vehicles**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position (salaries and benefits) in subsequent years for using non-commissioned staff to supplement commercial motor vehicle inspections. The estimate assumes 20 non-commissioned staff will supplement commissioned officers at fixed sites for a total cost of \$1,340,166 in FY2000 and \$699,346 in subsequent years.

#### **Non-commissioned Staff to Inspect Commercial Motor Carriers.**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position

(salaries and benefits) in subsequent years for using non-commissioned staff to supplement inspections of commercial motor carriers. The estimate assumes ten non-commissioned staff will supplement commissioned officers for inspections of commercial motor carriers for a total cost of \$335,042 in FY2000, \$509,878 in FY2001 and \$349,673 in subsequent years.

**Office of Internal Affairs and Office of Audit and Review**

These units would be formed from the current Internal Affairs, Internal Audit, and Inspection and Planning Units of the Department.

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

**Source Agencies:** 405 Department of Public Safety

**LBB Staff:** JK, MD, VS

LEGISLATIVE BUDGET BOARD  
Austin, Texas

FISCAL NOTE, 76th Regular Session

April 5, 1999

TO: Honorable Ken Armbrister, Chair, Senate Committee on Criminal Justice

FROM: John Keel, Director, Legislative Budget Board

IN RE: SB370 by Brown, J. E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), Committee Report 1st House, Substituted

Estimated Two-year Net Impact to General Revenue Related Funds for SB370, Committee Report 1st House, Substituted: negative impact of \$(6,880,017) through the biennium ending August 31, 2001.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

General Revenue-Related Funds, Five-Year Impact:

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2000	\$(5,243,376)
2001	(1,636,641)
2002	(1,486,598)
2003	(1,486,598)
2004	(1,486,598)

All Funds, Five-Year Impact:

Fiscal Year	Probable Savings/(Cost) from General Revenue Fund 0001	Change in Number of State Employees from FY 1999
2000	\$ (5,243,376)	32.5
2001	(1,636,641)	37.5
2002	(1,486,598)	37.5
2003	(1,486,598)	37.5
2004	(1,486,598)	37.5

Technology Impact

Technology impact for the bill would total \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. The costs would be incurred by Information Management Services to implement changes to the Distributive Driver License System and to allow for electronic transactions for identification cards and driver licenses and for payments by credit card. Technology impact would include \$2,710,000 for hardware and software to implement the process changes and 5 additional FTEs in Information Management Services.

Fiscal Analysis

The Department of Public Safety (DPS) would be continued through September 1, 2009.

The bill would require the Commission on Public Safety to establish procedures and

practices for an employee to appeal a disciplinary action and to address an employment-related grievance. The bill would allow an employee recommended for discharge to use external mediation services.

The Commission would be required to approve all Department expenditures of seized and forfeited assets.

The bill would establish and specify the powers and duties of the Office of Audit and Review. The Commission would be required to establish an Office of Internal Affairs.

The bill would modify requirements to receive or renew a personal identification certificate or driver license. Renewals of a driver license or personal identification certificate would be allowed by mail, telephone, Internet, or other electronic means. The bill would authorize the use of alternative forms of payment, including credit cards, for the renewal of a driver license or personal identification certificate.

The Department would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities. The Department would be required to use a commissioned officer to inspect commercial motor carriers if the Department determined the presence of an officer was required to accomplish the inspection. The use of non-commissioned staff to comply with the bill would not reduce the number of commissioned officers.

#### **Methodology**

##### **Employee Grievance Procedures**

Estimated cost is \$104,063 for the first year and \$102,463 in subsequent years for 2.5 additional FTEs. Costs for external mediation of recommended discharges are estimated at \$4,000/year (5 requests for mediation x 8 hours per mediation x \$100 per hour).

##### **Electronic renewal of Identification Cards and Driver Licenses**

The bill would require significant changes to the Distributed Driver License System and to the mainframe applications supporting the mainframe-based Driver License System, to provide for electronic processing and the ability to accept credit card payments. A host-based connection to a credit card clearinghouse would be developed. Card swipe hardware would be installed at each clerk's station. The fund accounting processes would require modification to track transactions paid for by credit card. Costs are estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. Five additional FTEs would be needed.

##### **Non-commissioned Staff to Inspect Commercial Motor Vehicles**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position (salaries and benefits) in subsequent years for using non-commissioned staff to supplement commercial motor vehicle inspections. The estimate assumes 20 non-commissioned staff will supplement commissioned officers at fixed sites for a total cost of \$1,340,166 in FY2000 and \$699,346 in subsequent years.

##### **Non-commissioned Staff to Inspect Commercial Motor Carriers.**

The fiscal impact is based on an estimated cost of \$67,008 per position (salaries, benefits, operating costs, capital and other costs) for the first year and \$34,967 per position (salaries and benefits) in subsequent years for using non-commissioned staff to supplement inspections of commercial motor carriers. The estimate assumes ten



non-commissioned staff will supplement commissioned officers for inspections of commercial motor carriers for a total cost of \$335,042 in FY2000, \$509,878 in FY2001 and \$349,673 in subsequent years.

Office of Internal Affairs and Office of Audit and Review

These units would be formed from the current Internal Affairs, Internal Audit, and Inspection and Planning Units of the Department.

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

Source            405 Department of Public Safety  
Agencies:  
LBB Staff:        JK, MD, VS

**LEGISLATIVE BUDGET BOARD  
Austin, Texas**

**FISCAL NOTE, 76th Regular Session**

March 31, 1999

**TO:** Honorable Ken Armbrister, Chair, Senate Committee on Criminal Justice

**FROM:** John Keel, Director, Legislative Budget Board

**IN RE:** SB370 by Brown, J. E. "Buster" (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.), **As Introduced**

**Estimated Two-year Net Impact to General Revenue Related Funds for SB370, As Introduced:** negative impact of \$(3,995,585) through the biennium ending August 31, 2001.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

**General Revenue-Related Funds, Five-Year Impact:**

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2000	\$(3,568,168)
2001	(427,417)
2002	(437,579)
2003	(437,579)
2004	(437,579)

**All Funds, Five-Year Impact:**

Fiscal Year	Probable Savings/(Cost) from <i>General Revenue Fund</i> 0001	Probable Savings/(Cost) from <i>State Highway Fund</i> 0006	Change in Number of State Employees from FY 1999
2000	\$ (3,568,168)	\$ 224,560	7.5
2001	(427,417)	1,142,190	7.5
2002	(437,579)	116,340	7.5
2003	(437,579)	116,340	7.5
2004	(437,579)	116,340	7.5

**Technology Impact**

Technology impact for the bill would total \$3,460,095 in FY2000, \$320,954 in FY2001, and \$331,116 in subsequent years. The costs would be incurred by Information Management Services to implement changes to the Distributive Driver's License System and to allow for electronic transactions for identification cards and driver licenses and for payments by credit card. Technology impact would include \$2,710,000 for hardware and software to implement the process changes and 5 additional FTEs in Information Management Services.

**Fiscal Analysis**

The Department of Public Safety (DPS) would be continued through September 1, 2009. The Commission on Public Safety would be expanded from three to six members.

The bill would require the Commission to establish procedures and practices for an employee to appeal a disciplinary action and to address an employment-related grievance.

The bill would allow an employee recommended for discharge to use external mediation services.

The Commission would be required to approve all Department expenditures of seized and forfeited assets.

The bill would establish and specify the powers and duties of the Office of Audit and Review. The Commission would be required to establish an Office of Internal Affairs.

The bill would modify requirements to receive or renew a personal identification certificate and to renew a driver license. Renewals of a driver license or personal identification certificate would be allowed by mail, telephone, Internet, or other electronic means. The bill would authorize the use of alternative forms of payment, including credit cards, for the renewal of a driver license or personal identification certificate.

The Department would be authorized to use non-commissioned staff to inspect commercial motor vehicles at fixed site facilities. The Department would be required to use non-commissioned staff to inspect commercial motor carriers.

## **Methodology**

### **Employee Grievance Procedures**

Estimated cost is \$104,063 for the first year and \$102,463 in subsequent years for 2.5 additional FTEs. Costs for external mediation of recommended discharges are estimated at \$4,000/year (5 requests for mediation x 8 hours per mediation x \$100 per hour).

### **Electronic renewal of Identification Cards and Driver Licenses**

The bill would require significant changes to the Distributed Driver License System and to the mainframe applications supporting the mainframe-based Driver License System, to provide for electronic renewals and the ability to accept credit card payments. A host-based connection to a credit card clearinghouse would be developed. Card swipe hardware would be installed at each clerk's station. The fund accounting processes would require modification to track transactions paid for by credit card. Costs are estimated at \$3,460,095 in FY2000, \$320,954 in FY2001, \$331,116 in subsequent years. Five additional FTEs would be needed.

### **Non-commissioned Staff to Inspect Commercial Motor Vehicles**

The fiscal impact is based on an estimated net cost savings of \$44,912 per position (salaries, operating costs, capital and other costs) for the first year and \$3,878 per position (salaries) in subsequent years for using non-commissioned staff to perform commercial motor vehicle inspections. The estimate assumes 20 non-commissioned staff will replace commissioned officers at fixed sites for a savings of \$898,240 in FY2001 and \$77,560 in subsequent years. The agency total of commissioned officers would be reduced by 20.

### **Non-commissioned Staff to Inspect Commercial Motor Carriers.**

The fiscal impact is based on estimated net cost savings of \$44,912 per position (salaries, operating costs, capital and other costs) for the first year and \$3,878 per position (salaries) in subsequent years for using non-commissioned staff to perform inspections of commercial motor carriers. The estimate assumes ten non-commissioned staff will replace commissioned officers for inspections of commercial motor carriers for a savings of \$224,560 in FY2000, \$243,950 in FY2001 and \$38,780 in subsequent years. The agency total of commissioned officers would be reduced by ten.

**Office of Internal Affairs and Office of Audit and Review**

These units would be formed from the current Internal Affairs, Internal Audit, and Inspection and Planning Units of the Department,

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

**Source Agencies:** 405 Department of Public Safety, 116 Sunset Advisory Commission  
**LBB Staff:** JK, MD, BP, VS

LEGISLATIVE BUDGET BOARD  
Criminal Justice Policy Impact Statement

April 5, 1999

TO: Honorable Ken Armbrister, Chair  
Committee on Criminal Justice  
Senate  
Austin, Texas

IN RE: Senate Bill No. 370,  
Committee Report 1st House,  
Substituted

By: Brown, J. E.  
"Buster"

FROM: John Keel, Director

In response to your request for a Criminal Justice Policy Impact Statement on SB370 ( Relating to the continuation and functions of the Department of Public Safety of the State of Texas.) this office has determined the following:

No significant impact on the programs and workload of state corrections agencies or on the demand for resources and services of those agencies is anticipated from any provisions of this bill that authorize or require a change in the sanctions applicable to adults convicted of felony crimes.

**LEGISLATIVE BUDGET BOARD**  
**Criminal Justice Policy Impact Statement**

March 10, 1999

**TO:** Honorable Ken Armbrister, Chair  
Committee on Criminal Justice  
Senate  
Austin, Texas

**IN RE:** Senate Bill No. 370  
By: Brown, J. E. "Buster"

**FROM:** John Keel, Director

In response to your request for a Criminal Justice Policy Impact Statement on SB370 (Relating to the continuation and functions of the Department of Public Safety of the State of Texas.) this office has determined the following:

No significant impact on the programs and workload of state corrections agencies or on the demand for resources and services of those agencies is anticipated from any provisions of this bill that authorize or require a change in the sanctions applicable to adults convicted of felony crimes.

**TEXAS DEPARTMENT OF PUBLIC SAFETY**

**IMPLEMENTATION PLAN FOR LEGISLATION PASSED BY THE 76<sup>TH</sup> LEGISLATURE**

<b>BILL NUMBER:</b>	<b>Senate Bill 370</b>	<b>BILL AUTHOR/SPONSOR:</b>	<b>Brown/Bosse</b>
<b>STATUTORY CITATION:</b>	<b>Chapter 411, Government Code and Sections 502, 521, 548, and 644, Transportation Code, and Section 382, Health and Safety Code</b>		
<b>SUBJECT:</b>	<b>Continuing the functions of the Department of Public Safety (Sunset Legislation).</b>		
<b>IMPLEMENTATION RESPONSIBILITY:</b>	<b>Thomas A. Davis, Jr., Director</b>		
<b>EFFECTIVE DATE:</b>	<b>September 1, 1999</b>		
<b>BILL SUMMARY:</b>	<b>Senate Bill 370 provided for the continuation of the Department until September 1, 2009. It also outlined statutory provisions to strengthen the Department's internal oversight and accountability, improve employee relations with upper management, and maximize the use of resources. Other provisions in the bill clarified the Department's hiring process, outlined the use of evaluation and disciplinary procedures, and authorized discharged DPS commissioned officers to seek judicial review in state district court. In addition, changes were made to the state's vehicle emissions testing program, vehicle safety inspection program, and the driver licensing program.</b>		
<b>STEPS</b>	<b>PERSON(S) RESPONSIBLE</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
<b>The Director, with advice and consent of the Public Safety Commission may appoint multiple assistant directors.</b>	<b>Thomas A. Davis, Jr., Public Safety Commission</b>	<b>January 1, 2000</b>	<b>March 1, 2000</b>
<b>Develop a five-year schedule to include the use of noncommissioned staff assigned to enforce commercial motor vehicle regulations.</b>	<b>Charles Graham, Chief, TLE</b>	<b>August 31, 2001</b>	<b>Partial completion. 15 employees hired in FY 2000 and 10 more will be hired in FY 2001. Five-year plan will be submitted in LAR for next legislative session.</b>
<b>Establish a standardized merit-based promotion process for commissioned officers who are not management team members.</b>	<b>Thomas A. Davis, Jr. Public Safety Commission</b>	<b>September 1, 1999</b>	<b>September 1, 1999</b>

<b>STEPS</b>	<b>PERSON(S) RESPONSIBLE</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
Discharged commissioned officer may appeal discharge to state district court.	Mary Ann Courter, Chief, General Counsel	September 1, 1999	September 1, 1999
Commissioned officer is on probation until the first anniversary of the date the officer is commissioned.	Thomas A. Davis, Jr.	September 1, 1999	September 1, 1999
Director may designate management positions that involve working directly with the Director. Management team members are "at will" employees.	Thomas A. Davis, Jr.	August 31, 2000	March 1, 2000
Commission shall establish procedures to address employment-related grievances, which must include mediation for employees.	Thomas A. Davis, Jr.	January 1, 2000	January 1, 2000
DPS and TxDOT are to establish procedures to coordinate transportation infrastructure project development, which affects both agencies.	Charles Graham, Chief, TLE	January 1, 2000	Pending. A committee comprised of DPS and TxDOT employees has been formed and are working to establish procedures to coordinate projects.
Conduct long-term needs assessment for commercial motor vehicle rules enforcement, which addresses facilities, equipment, enforcement activity, staffing, hours of operation, and necessary infrastructure improvements.	Charles Graham, Chief, TLE	August 31, 2001	August 31, 2000
Establish procedures for use of seized and forfeited assets.	Public Safety Commission	January 1, 2000	January 1, 2000



<b>STEPS</b>	<b>PERSON(S) RESPONSIBLE</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
<b>Develop procedures for processing complaints against the agency.</b>	<b>David Outen, Captain, IA</b>	<b>January 1, 2000</b>	<b>December 15, 1999</b>
<b>Develop guidelines regarding Special Ranger and Special Texas Ranger commissions issued by the Commission.</b>	<b>Public Safety Commission and Thomas A. Davis, Jr.</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>DPS, in conjunction with Southwest Texas State University, may produce maps of the state that include the correlation of regional crime statistics.</b>	<b>David Gavin, Manager, Crime Records Service</b>	<b>January 1, 2000</b>	<b>Pending. DPS data has been supplied to the university. They are in process of developing maps.</b>
<b>Create the Office of Audit and Review by combining Internal Audit and Inspection and Planning.</b>	<b>Public Safety Commission, Thomas A. Davis, Jr.</b>	<b>January 1, 2000</b>	<b>September 1, 1999</b>
<b>Create the office of Internal Affairs.</b>	<b>Thomas A. Davis, Jr.</b>	<b>January 1, 2000</b>	<b>December 15, 1999</b>
<b>DPS is not authorized to require social security number on an original application for driver license unless it is federal requirement.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>January 1, 2000</b>	<b>September 1, 1999</b>
<b>Renew identification certificates and driver licenses by electronic means.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>August 31, 2000</b>	<b>Pending. Should be implemented by August 31, 2000</b>
<b>Provide a location on the reverse side of every driver license for emergency notification information.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Issue a new driver license or personal identification number to any person presenting a court order stating that the individual has been the victim of domestic violence.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>

<b>STEPS</b>	<b>PERSON(S) RESPONSIBLE</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
<b>Standardize driver license reinstatement fees.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Adopt rules regarding the method of payment of fees for driver licenses and identification certificates.</b>	<b>Mike Anderson, Chief, DLD</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Require as a condition of vehicle inspection passage, a vehicle gasoline cap pressurization test.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>February 1, 2000</b>
<b>Establish requirements for remote sensing of vehicle exhaust as part of the state's vehicle emissions inspection and maintenance program.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>December 8, 1999</b>
<b>Clarify the provisions regarding the suspension of a vehicle safety inspector's license.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Increase the vehicle safety inspection fee by \$2.00 per inspection.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Create an additional definition of which local governments may enforce Federal Motor Carrier Safety Act regulations.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Define the training and enforcement authority of noncommissioned department members who enforce commercial vehicle regulations.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>
<b>Additional rule making authority regarding alternative vehicle emissions testing.</b>	<b>Charles Graham, Chief, TLE</b>	<b>January 1, 2000</b>	<b>December 8, 1999</b>
<b>May charge authorized licensing boards a fee not to exceed direct costs for performing criminal history checks of board licenses.</b>	<b>David Gavin, Manager, Crime Records Service</b>	<b>January 1, 2000</b>	<b>January 1, 2000</b>