STATE OF WISCONSIN DEPARTMENT OF ADMINISTRATION DOA-2049 (R03/2012) DIVISION OF EXECUTIVE BUDGET AND FINANCE 101 EAST WLSON STREET, 10TH FLOOR P.O. BOX 7864 MADISON, W 53707-7864 FAX: (608) 267-0372

# ADMINISTRATIVE RULES Fiscal Estimate & Economic Impact Analysis

Type of Estimate and Analysis     Original □ Updated □ Corrected		
2. Administrative Rule Chapter, Title and Number		
SPS 210		
3. Subject		
Transportation Network Companies		
4. Fund Sources Affected	5. Chapter 20, Stats. Appropriations Affected	
☐ GPR ☐ FED ☒ PRO ☐ PRS ☐ SEG ☐ SEG-S	20.165(1)(g)	
6. Fiscal Effect of Implementing the Rule		
□ No Fiscal Effect □ Increase Existing Revenues	☐ Increase Costs	
☐ Indeterminate ☐ Decrease Existing Revenues	Could Absorb Within Agency's Budget	
7. The Rule Will Impact the Following (Check All That Apply)	☐ Decrease Cost	
	ific Businesses/Sectors	
	c Utility Rate Payers	
	Businesses (if checked, complete Attachment A)	
8. Would Implementation and Compliance Costs Be Greater Than \$20 million?  ☐ Yes ☐ No		
9. Policy Problem Addressed by the Rule		
Pursuant to the enactment of 2015 Wisconsin Act 16, the Department of Safety and Professional Services is authorized to execute and enforce a statewide uniform licensure program for transportation network companies. Currently, the Wisconsin Administrative Code does not address transportation network companies. The proposed rule will implement and delineate the requirements enacted under 2015 Wisconsin Act 16 for the regulation of transportation network companies.		
10. Summary of the businesses, business sectors, associations representing business, local governmental units, and individuals that may be affected by the proposed rule that were contacted for comments.		
This proposed rule was posted for a period of 14 days to solicit comments from the public. No businesses, business sectors, associations representing businesses, local governmental units, or individuals contacted the department about the economic impact of the proposed rule during that time period.		
11. Identify the local governmental units that participated in the deve	elopment of this EIA.	
None. This rule does not affect local government units.		
<ol> <li>Summary of Rule's Economic and Fiscal Impact on Specific Bus Governmental Units and the State's Economy as a Whole (Inclineurred)</li> </ol>		
The rule will not have an economic or fiscal impact in addition to the impact of the provisions 2015 Wisconsin Act 16 on specific businesses, business sectors, public utility rate payers, local government units, or the state's economy as a whole.		
13. Benefits of Implementing the Rule and Alternative(s) to Impleme	nting the Rule	

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The benefits of implementing this rule include bringing the Wisconsin Administrative Code in compliance with 2015 Wisconsin Act 16 and providing a clear regulatory landscape for entities seeking licensure as transportation network companies.

14. Long Range Implications of Implementing the Rule

The benefits of implementing this rule include bringing the Wisconsin Administrative Code in compliance with 2015 Wisconsin Act 16 and providing a clear regulatory landscape for entities seeking licensure as transportation network companies.

15. Compare With Approaches Being Used by Federal Government

#### None

16. Compare With Approaches Being Used by Neighboring States (Illinois, Iowa, Michigan and Minnesota)

Illinois: Illinois Statutes contain many similar requirements for transportation network companies as those created by 2015 Wisconsin Act 16 in the Wisconsin Statutes; however, individual municipalities are responsible for licensing transportation network companies. (625 Illinois Compiled Statutes 57). There are no effective rules regarding transportation network companies in Illinois.

Iowa: The state of Iowa does not regulate transportation network companies.

Michigan: The state of Michigan does not regulate transportation network companies.

Minnesota: A transportation network company driver or transportation network company on the driver's behalf shall maintain primary automobile insurance that recognizes that the driver is a transportation network company driver. The transportation network company shall disclose in writing to transportation network company drivers the following before they are allowed to accept a request for a prearranged ride on the transportation network company's digital network: (1) the insurance coverage, including the types of coverage and the limits for each coverage, that the transportation network company provides while the transportation network company driver uses a personal vehicle in connection with a transportation network company's digital network; (2) that the transportation network company driver's own automobile insurance policy might not provide any coverage while the driver is logged on to the transportation network company's digital network and is available to receive transportation requests or is engaged in a prearranged ride depending on its terms; and (3) that using a vehicle with a lien against the vehicle to provide transportation network services may violate the transportation network driver's contract with the lienholder [65B.472, MN Statutes]. Other specific requirements for insurance are spelled out in MN Statute. There are no effective rules regarding transportation network companies in Minnesota.

17. Contact Name	18. Contact Phone Number
Katie Vieira	(608) 261-4472

This document can be made available in alternate formats to individuals with disabilities upon request.

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### ATTACHMENT A

<ol> <li>Summary of Rule's Economic and Fiscal Impact on Small Businesses (Separately for each Small Business Sector, Include Implementation and Compliance Costs Expected to be Incurred)</li> </ol>
2. Summary of the data sources used to measure the Rule's impact on Small Businesses
<ul> <li>3. Did the agency consider the following methods to reduce the impact of the Rule on Small Businesses?</li> <li>Less Stringent Compliance or Reporting Requirements</li> <li>Less Stringent Schedules or Deadlines for Compliance or Reporting</li> <li>Consolidation or Simplification of Reporting Requirements</li> <li>Establishment of performance standards in lieu of Design or Operational Standards</li> <li>Exemption of Small Businesses from some or all requirements</li> <li>Other, describe:</li> </ul>
4. Describe the methods incorporated into the Rule that will reduce its impact on Small Businesses
5. Describe the Rule's Enforcement Provisions
6. Did the Agency prepare a Cost Benefit Analysis (if Yes, attach to form)  ☐ Yes ☐ No