

A poor man's analysis of BGCSB expenses separating guide and transporter costs.

By Dave Jones

Example Year FY2015 (Ref. Report to the Legislature, October 2015)

Spread of direct expenditures, less investigation expenditures, over direct administrative tasks.

(Total Direct \$376,361 less investigations \$246,290 leaves direct administrative \$121,071 divided by four general tasks equals \$30,268. per task.

Task	% Guide		% Transporter	
1. Process new license applications (Ref. BGCS Fee Analysis 03/05/2016, 114 new guide V 15 new transporter).	88%	\$26,636.	12%	\$3,632.
2. Process license renewals (Ref. BGCS Fee Analysis 03/05/2016, 1,343 guide V 133 transporter).	91%	\$27,544.	9%	\$2,724.
3. Guide testing, game management testing and GUA registration (no reference document).	100%	\$30,268.		
4. Hunt record and Activity report filing (no reference document).	50%	\$15,134.	50%	\$15,134.
Total administrative tasks		\$99,582.		\$21,490.

Investigation Expenditures \$246,290.

(Ref. Investigative report for the March 2016 meeting, 58 guide cases V 1 transporter case)

% Guide		% Transporter	
98%	\$241,364.	2%	\$4,926.

Indirect Expenditures \$110,819 (Ref. ANNUAL FISCAL REPORT TO PROFESSIONAL LICENSING BOARDS AND COMMISSIONS NOVEMBER 2014, Pages 7 – 11; and BGCS Fee Analysis 03/05/2016, 1,463 guide Lic. V 148 transporter Lic.).

% Guide		% Transporter	
91%	\$100,845	9%	\$9,974.

Total Expenditures FY2015	% Guide		% Transporter	
	+/- 92%	\$441,791.	+/-8%	\$36,390.

Estimated income generated by transporter license and applications fees FY14/15 (Ref. BGCS Fee Analysis 03/05/2016).

New & renew resident transporter license 144. @ FY14/15 rate of \$650. \$93,600.

New & renew non-resident transporter Lic. 8. @ FY14/15 rate of \$1,300. \$10,400.

Application fees for new transporter Lic. 30. @ FY14/15 rate of \$200. \$6,000.

Estimated total bi-annual transporter income FY14/15 \$110,000.

Estimated total FY15 transporter income (50% of \$110,000.) \$55,000. less total FY15 transporter expenditures \$36,390. produces a **FY15 annual transporter surplus of \$18,610.**

New & renew resident transporter license	172. @ FY16/17 rate of \$850.	\$146,200.
New & renew non-resident transporter Lic.	6. @ FY16/17 rate of \$1,700.	\$10,200.
Application fees for new transporter Lic.	30. @ FY16/17 rate of \$200.	\$6,000.
Estimated total bi-annual transporter income FY16/17		\$162,400.

Estimated total FY16 transporter income (50% of \$162,400) \$81,200. less forecasted total FY16 transporter expenditures (same number as FY15 + 10%) \$40,029. produces a **FY16 annual transporter surplus of \$41,171.**

In conclusion;

1. The transporter industry was paying its administrative costs and contributing to reducing the BGCSB cumulative deficit, prior to the lice fee increase of 2015.
2. With the 2016/17 license fee, the transporter industry is projected to pay its administrative costs and produce a 40K surplus with no (0) TAR fee figured into the equation.
3. According to the BGCS Fee Analysis 03/05/2016 there were a total of 1,609 actual licensees in 2015, of which 148 were transporters, +/- 9%

According to the BGCS Fee Analysis 03/05/2016 there are forecast to be a total of 1,869 licensees in 2016 and 2017, of which 178 are forecast to be transporters, +/- 10%

My expense analysis of FY2015 showed a transporter responsibility of +/-8%.

Apply all of these indicators to the BGCSB 2015 cumulative deficit of \$1,120,051. and you get a transporter share of +/- \$112,005.

At current license fee levels, transporters will pay their annual expenses and retire their share of the cumulative debt within three years. All this with no (0) TAR fee.