

Fiscal Estimate - 2001 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 01-2665/1	Introduction Number AB-245
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Subject
 Motorists approaching certain stopped vehicles

Fiscal Effect

State:

<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 checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget
<input type="checkbox"/> Decrease Existing Appropriations	<input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Decrease Existing Revenues	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
			<input type="checkbox"/> Decrease Costs	

Local:

<input type="checkbox"/> No Local Government Costs	<input checked="" type="checkbox"/> Indeterminate	5. Types of Local Government Units Affected		
1. <input checked="" type="checkbox"/> Increase Costs	3. <input checked="" type="checkbox"/> Increase Revenue	<input checked="" type="checkbox"/> Towns	<input checked="" type="checkbox"/> Village	<input checked="" type="checkbox"/> Cities
<input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory	<input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input checked="" type="checkbox"/> Counties	<input checked="" type="checkbox"/> Others	<u>truck operators</u>
2. <input type="checkbox"/> Decrease Costs	4. <input type="checkbox"/> Decrease Revenue	<input type="checkbox"/> School Districts	<input type="checkbox"/> WTCS Districts	
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory			

Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Loralee Brumund (608) 267-3622	Authorized Signature Carol Buckmaster (608) 267-6979	Date 4/2/01
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Fiscal Estimate Narratives

DOT 4/3/01

LRB Number 01-2665/1	Introduction Number AB-245	Estimate Type Original
Subject Motorists approaching certain stopped vehicles		

Assumptions Used in Arriving at Fiscal Estimate

AB 245 would require motorists approaching an authorized emergency vehicle (police, fire, ambulance), a tow truck, or a highway maintenance vehicle that is stopped or parked on a roadway with visual signals (emergency flashing lights) to proceed with caution. AB 245 states that this means moving into a lane away from the emergency vehicle, tow truck or maintenance vehicle, when a lane is available, until safely past the emergency vehicle or tow/maintenance vehicle, or slowing travel speed and maintaining that slowed speed until completely clear of the emergency vehicle.

DOT records from 1994 - 1998 indicate that 60 State Patrol troopers and/or inspectors were struck while parked along the side of a roadway while performing routine law enforcement duties. This averages to 12 State Patrol incidents per year over that time period. Figures indicating the number of tow truck or maintenance vehicle operators involved in similar crashes are not available. The number of similar incidents occurring annually involving other non-law enforcement emergency vehicles cannot be determined, but it is anticipated to be less than State Patrol cases due to the less frequent roadside activity by non-law enforcement emergency vehicles. Thus, the annual number of incidents described in AB 245 are expected to be low in number, requiring relatively minimal recording time on DOT/DMV records.

Although relatively infrequent, these incidents are typically expensive in resultant medical costs, disability payments, and disability retirement costs. These costs would be assumed by the employing agency, department, or business of the personnel involved and would become part of their overall risk management budget. These overall costs are impossible to estimate.

There would be a one-time cost to DOT/DMV for the development of a new charge code for the new violation. That one-time cost is \$36,100 (\$500/day programming + \$222/day = \$722 (IEF); \$722 x 50 days).

Some increase in revenue, though minimal, would be experienced by counties and the state from citations for violation of this newly created law.

Long-Range Fiscal Implications

unknown

Fiscal Estimate Worksheet - 2001 Session

Detailed Estimate of Annual Fiscal Effect

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Subject			
Motorists approaching certain stopped vehicles			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
\$36,100			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S		0	0
TOTAL State Revenues		\$0	\$0
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$0	\$0
NET CHANGE IN REVENUE		\$0	\$0
Agency/Prepared By		Authorized Signature	Date
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