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FISCAL NOTE(Form 1)
(Office of Fiscal Analysis)
Analyst: SP, 5/5/92
cz
Version: 8

BILL NUMBER: SHB 5530
FILE NUMBER:
AMENDMENTS: Senate "A", "B" "D"
and "E"

TITLE: "AN ACT CONCERNING STUDENT TRANSPORTATION VEHICLES"

FAVORABLY REPORTED BY Transportation, Education, Finance,
Revenue and Bonding

EFFECTIVE DATE: 7/1/92, except
Section 2, regarding the
indemnification of school bus
safety monitors which takes
effect 10/1/92

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5530

STATE IMPACT	Revenue Acceleration, Minimal Workload Increase, Revenue Loss (Transportation Fund), see explanation below
MUNICIPAL IMPACT	Potential Cost, see explanation below
STATE AGENCY(S)	The Department of Motor Vehicles, Judicial Department

EXPLANATION OF ESTIMATES:

STATE IMPACT: Since persons that would be affected by eliminating the Commercial Driver's License (CDL) requirement would be primarily van drivers, i.e. non-standard school bus drivers, it is anticipated that passage of this bill, as amended, would not affect the Department significantly. However, minor administrative accommodations would be made by present staff. There is the potential for a minimal revenue loss, the extent of which is indeterminate. According to Federal law, these drivers were not intended to obtain CDLs. (All other drivers required to have CDL's had to obtain one by 4/1/92.)

Currently, 21,400 individuals are affected by the public passenger transportation permit fee of \$8. Since the permits are issued each July, a revenue acceleration of \$171,200 will be experienced starting on July 1, 1993.

The issuance of biennial permits will allow the Department of Motor Vehicles to deploy the affected staff into other areas.

The Judicial Department can anticipate a minimal workload increase for imposing fines to violators of the provisions of this bill, as amended, which prohibits a driver from carrying someone under the age of 16 on the highway in the open bed of any motor vehicle or the open rear section of a truck with a gross weight rating up to 7,500 pounds. The number of potential violators is presently unknown, but is expected to be minimal. The additional expenditures associated with the implementation of the bill, as amended, can be handled within available resources.

The revenue gain from the imposition of fines is expected to be minimal. However, it is unclear whether revenues would be placed in the Special Transportation Fund or the General Fund.

Moreover, since the bill, as amended, would exempt commercial vehicles carrying more than 16 individuals from the sales tax on transportation services, a \$.8 million revenue loss may be anticipated. This estimate is based on economic census data.

MUNICIPAL IMPACT: The indemnification of volunteer school bus safety monitors could result in a potential cost to municipalities. Since the costs would be associated with unknown and only potential legal actions, the exact costs cannot be determined at this time.

Senate "A" which mandates the issuance of public passenger transportation permits biennially instead of annually would have a revenue acceleration effect in July, 1993.

Senate "B" which indemnifies volunteer school bus safety monitors could result in potential costs to municipalities.

Senate "D" which prohibits a driver from carrying someone under age 16 on the highway in the open bed of any motor vehicles or the open rear section of a truck with a gross weight rating up to 7,500 pounds and which imposes fines on violators could minimally increase the workload of the Judicial Department. In addition, a minimal revenue gain could be anticipated from the imposition of fines.

Senate "E" would have a revenue loss of \$.8 million from the exemption of commercial vehicles carrying more than 16 passengers from the sales tax on transportation services.

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