

122
FISCAL NOTE (Form 1)
(Office of Fiscal Analysis)
Analyst: SR, 3/27/92
las
Version:

BILL NUMBER: sSB 262
FILE NUMBER:
AMENDMENTS:

TITLE: "AN ACT ESTABLISHING AN OPERATION LIFESAVER PROGRAM
AND COMMITTEE"

FAVORABLY REPORTED BY Transportation

EFFECTIVE DATE: 10/1/92

* * * * *

FISCAL IMPACT STATEMENT - BILL NUMBER sSB 262

STATE IMPACT	Cost, see explanation below
MUNICIPAL IMPACT	Potential Minimal Impact, see explanation below
STATE AGENCY(S)	Departments of Transportation, Education and Public Safety

EXPLANATION OF ESTIMATES:

STATE AND MUNICIPAL IMPACT: Since the Operation Lifesaver Program will be placed within the Department of Transportation for administrative purposes, in order to make the program operational and implement the requirements mandated under the bill, additional costs will be incurred by the agency. Although, federal money will be available, it is uncertain whether the funding will cover the entire costs of the program. The committee is to report to the Transportation Committee annually but since the first reporting date is not specified, it is difficult to determine whether costs in fiscal year 1993 will be full or partial. It is estimated that annual operating costs for the committee could be approximately \$20,000. Participation in the committee by the Commissioners of Transportation, Education and Public Safety or their designees will not increase budgetary requirements. The regulations, if promulgated, would be drafted by present staff at no additional cost to the agency.

In addition, the Department is required to conduct a study, within available appropriations, regarding issues relating to railroads and at-grade crossings. It is estimated that the equivalent of two persons for three months plus clerical support will have to be dedicated to complete the study and submit a report to the Transportation Committee by January 1, 1993. Thus, depending on the cost and/or demands of the study other projects and/or services could be negatively affected.

Since the bill requires the establishment of committees at the local level, and for state and local law enforcement agencies to actively enforce laws concerning motorist and pedestrian rights and responsibilities, a potential minimal, but absorbable, impact is anticipated.