

Original Updated
 Corrected Supplemental

Bill No. SB 0515
LRB No: 4298/3

FISCAL ESTIMATE

Subject: An act relating to the minimum number of railroad employes required to be present in the cab of the lead control locomotive when the railroad train or locomotive is in motion

Fiscal Effect

State: No state fiscal effect

Increase costs - May be possible to absorb within agency's budget yes no

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation

- Increase Existing Appropriation Increase Existing Revenues Decrease Costs
 Decrease Existing Appropriation Decrease Existing Revenues
 Create New Appropriation

Local: No local governmental costs

1. Increase Costs 3. Increase Revenues 5. Types of local governmental units Affected:
 Permissive Mandatory Permissive Mandatory Towns Villages Cities
2. Decrease Costs 4. Decrease Revenues Counties Others
 Permissive Mandatory Permissive Mandatory School Districts WTCS

Fund Sources Effected

Affected Chapter 20 Appropriations

GPR FED PRO PRS SEG SEG-S

None

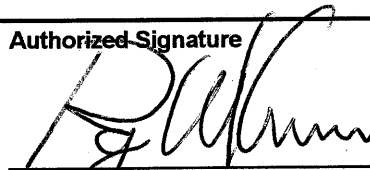
Assumptions used in arriving at fiscal estimate: The bill creates a requirement that both train crew members must ride in the same locomotive. Current law only requires 2 crew members, but does not specify where the employes must ride. At least one railroad currently operates several trains per day with an engineer in the lead locomotive and a second engineer in a locomotive at the end of the train. That practice will become illegal under this bill. This change in law could generate more investigations by the Office of the Commissioner of Railroads (OCR) into railroad compliance with s. 192.25. It is more likely that the railroad will conform its behavior to the law or sue the state to have the law overturned or both.

Long-Range Fiscal Implications: See, discussion above.

Agency/Prepared by: (Name & Phone)

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Authorized Signature



Rodney W. Kreunen
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Date

6 APRIL 2000

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