

Fiscal Estimate — 2001 Session

- Original Updated
 Corrected Supplemental

LRB Number 01-0589/2	Amendment Number if Applicable
Bill Number 2001 SB 10	Administrative Rule Number

Subject

Motorists approaching authorized emergency vehicles or tow trucks parked near a roadway without providing a penalty

Fiscal Effect

State: No State Fiscal Effect

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

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

Increase Costs — May be possible to absorb within agency's budget.

Yes No

Decrease Costs

Local: No Local Government Costs

1. Increase Costs
 Permissive Mandatory
 2. Decrease Costs
 Permissive Mandatory

3. Increase Revenues
 Permissive Mandatory
 4. Decrease Revenues
 Permissive Mandatory

5. Types of Local Governmental Units Affected:
 Towns Villages Cities
 Counties Others tow truck operators
 School Districts WTCS Districts

Fund Sources Affected

- GPR FED PRO PRS SEG SEG-S

Affected Chapter 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

SB 10 would require motorists approaching an authorized emergency vehicle (police, fire, ambulance) or tow truck that is stopped or parked on a roadway with visual signals (emergency flashing lights) to proceed with caution. SB 10 states that this means moving into a lane away from the emergency vehicle, when available, until safely past the emergency 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 incidents each year over that time period. Figures indicating the number of tow truck operators involved in crashes are not available. The number of similar incidents occurring annually involving other emergency vehicles cannot be determined, but is assumed 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 SB 10 are minimal, requiring 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 of the emergency personnel and would become part of their overall risk management budget. The overall costs are impossible to estimate.

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

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

Long-Range Fiscal Implications

Unknown

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Fiscal Estimate Worksheet — 2001 Session
 Detailed Estimate of Annual Fiscal Effect

Original Updated
 Corrected Supplemental

LRB Number 01-0589/2	Amendment Number if Applicable
Bill Number 2001 SB 10	Administrative Rule Number

Subject

Motorists approaching authorized emergency vehicles or tow trucks stopped or parked near a roadway and providing a penalty

One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):
 \$36,100

Annualized Costs:		Annualized Fiscal Impact on State Funds from:	
A. State Costs by Category		Increased Costs	Decreased Costs
State Operations — Salaries and Fringes		\$ 0	\$ - 0
(FTE Position Changes)		(FTE)	(FTE)
State Operations — Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
Total State Costs by Category		\$ 0	\$ - 0
B. State Costs by Source of Funds		Increased Costs	Decreased Costs
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
State Revenues	Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)	Increased Revenue	Decreased Revenue
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
Total State Revenues		\$ UNKNOWN	\$ - 0

Net Annualized Fiscal Impact

	<u>State</u>	<u>Local</u>
Net Change in Costs	\$ 0	\$ 0
Net Change in Revenues	\$ UNKNOWN	\$ UNKNOWN

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