

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO. 2527-01
BILL NO. SB 541
SUBJECT: Motor vehicles; School bus exhaust.
TYPE: Original
DATE: January 13, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	(\$210,000)	\$0	\$0

Numbers within parentheses: () indicate costs or losses
This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of Administration** assume the proposed legislation would have no fiscal impact on their agency.

Officials from the **Department of Public Safety (DPS)** assume the proposed legislation would require school bus owners to purchase sections of tailpipe, or in some instances, complete tailpipes to bring each bus into compliance. Current law requires that tailpipes not protrude from the bus; therefore, every school bus owner will be required to make an alteration to all of their school busses. There will not only be the cost expended for materials and parts, but also labor costs to attach extensions. There are approximately 6,000 privately-owned busses being operated in Missouri.

DPS further assumes the cost of labor, according to Automotive Service Professionals, Inc is approximately \$50 per hour. The cost of parts and supplies would be approximately \$10 per application. Since the time required to affix each tailpipe extension is assumed to be one-half hour, the total cost per school bus is \$35 (\$50/2 +\$10). Since it is assumed that all school busses will be brought into compliance, the total costs incurred by the owners of these privately-owned school busses is \$210,000 (6,000 x \$35).

Officials from the **Department of Elementary and Secondary Education** assume the proposed legislation would have an unknown impact on the local public school districts.

However, through discussions with DPS, **Oversight** has determined that in addition to the approximate 6,000 privately-owned busses, there are approximately 6,000 publicly-owned busses operating in Missouri. Oversight assumes the costs incurred by local public school districts to bring these busses into compliance with the proposed legislation will also be \$210,000.

<u>FISCAL IMPACT - State Government</u>	FY 2001	FY 2002	FY 2003
	0	0	0
<u>FISCAL IMPACT - Local Government</u>	FY 2001	FY 2002	FY 2003

LOCAL PUBLIC SCHOOL DISTRICTS

<u>Costs - Parts and Labor</u>	(\$210,000)	0	0
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FISCAL IMPACT - Small Business

Small businesses who provide bussing services to local public schools would incur minimal fiscal impact as a direct result of meeting the requirements in this proposal.

DESCRIPTION

The proposed legislation would require every school bus to be equipped with a tailpipe that extends two inches beyond the perimeter of the body or bumper.

This legislation is not federally mandated, would not duplicate any other program, and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Public Safety
Office of Administration



Jeanne Jarrett, CPA
Director
January 13, 2000