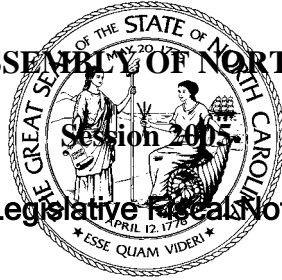


GENERAL ASSEMBLY OF NORTH CAROLINA



Legislative Fiscal Note

BILL NUMBER: House Bill 1155 (Second Edition)

SHORT TITLE: Safe Transportation for School Students.

SPONSOR(S): Representative Sherrill

FISCAL IMPACT					
	Yes ()	No ()	No Estimate Available (X)		
	<u>FY 2005-06</u>	<u>FY 2006-07</u>	<u>FY 2007-08</u>	<u>FY 2008-09</u>	<u>FY 2009-10</u>
REVENUES:					
EXPENDITURES:		See Assumptions and Methodology			
POSITIONS (cumulative):					
PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED: Division of Motor Vehicles, Department of Transportation; local boards of education					
EFFECTIVE DATE: When it becomes law					

BILL SUMMARY: Section 1 amends G.S. 115C-247 to require that each local board of education that operates activity buses adopt a policy relative to the proper use of the vehicles. Section 2 adds a new section to Chapter 115C requiring the Department of Transportation to establish a system of licensure of privately owned motorcoach companies that seek to contract with local school systems for the transportation of students, school personnel, and other persons for school-sponsored trips and sets out the requirements of the licensure system. The bill requires that after the licensure system is in operation, school systems using motorcoach companies for transportation needs shall contract only with companies that are licensed.

ASSUMPTIONS AND METHODOLOGY:

The bill requires Department of Transportation (DOT) to establish a licensure system that shall include, but not be limited to, on-site inspections; assurance that motorcoach companies, drivers, and vehicles meet Federal Motor Carrier Safety Regulations; and the requirement that motorcoach

companies adhere to North Carolina motor vehicle laws. The cost of setting up such a licensure system is unknown at this time.

A combination of federal and state law governs motor carrier safety. Motorcoaches and other vehicles designed or used to transport sixteen or more passengers in interstate commerce must comply with applicable U.S. Department of Transportation safety regulations. (According to the State Highway Patrol, the vast majority of motorcoach companies that would serve schools operate in interstate commerce.)

According to DMV, there are approximately 370 motorcoach companies and over 7,600 registered motorcoaches. It is assumed here that DMV would not set up an additional system to inspect motorcoaches but would monitor compliance records currently compiled by DMV or other agencies and issue or revoke licenses accordingly. The cost of establishing and operating this licensure system would depend on the number and scope of on-site inspections of motorcoach companies and the cost to communicate with the various databases.

The language in the bill affecting the public schools would have no fiscal impact.

SOURCES OF DATA: Division of Motor Vehicles of the Department of Transportation, State Highway Patrol of the Department of Crime Control and Public Safety

TECHNICAL CONSIDERATIONS: None

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Signed Copy Located in the NCGA Principal Clerk's Offices