

Department of Planning and Budget
2002 Fiscal Impact Statement

1. Bill Number SB251

House of Origin	<input checked="" type="checkbox"/> Introduced	<input checked="" type="checkbox"/> Substitute	<input checked="" type="checkbox"/> Engrossed
Second House	<input checked="" type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

2. Patron Hawkins

3. Committee House Transportation

4. Title Allocation of urban system highway construction funds.

5. Summary/Purpose:

Revises three Code sections to bring greater stability and uniformity to the way construction funds and maintenance funds are distributed to and matching requirements are applied to towns with relatively small populations. The purpose of this bill is to make the criteria for all three sections the same.

6. Fiscal Impact Estimates are preliminary: see #8.

7. Budget amendment necessary: To be determined.

8. Fiscal implications:

According to the Department of Transportation, under current legislation, it is possible for a town to reach 3,500 in population and be included in the urban system. However, if the town's population dropped below 3,500, it is not legally eligible to receive allocations of urban construction funds. This bill should correct this legal technicality. At this time, there does not appear to be a fiscal impact resulting from these changes.

9. Specific agency or political subdivisions affected: Currently there are 80 cities and towns eligible for an urban construction allocation

10. Technical amendment necessary: No.

11. Other comments: None.

Date: 01/28/02/jlm

Document: (D G:\Leg02\SB251E.DOC)

cc: Secretary of Transportation