

According to the Kentucky State Police, there were 683 fatal collisions resulting in 749 traffic fatalities in 2019. Eighty-six percent of these occurred on state-maintained roadways.

The Kentucky Law Enforcement Council (KLEC) informed the KSP that there are 445 active law enforcement agencies in Kentucky and relatively few have accident reconstruction units or those capabilities.

The Kentucky Sheriffs Association, also indicated that most local law enforcement agencies do not have this expertise and would welcome and rely upon KSP to complete any required traffic accident reconstruction.

This fiscal impact of this bill on local law enforcement agencies is not determinable and is expected to be minimal. Cost impacts to city or county law enforcement agencies would be associated with time spent securing the scene and waiting on the traffic accident investigative team to arrive.

Part III: Differences to Local Government Mandate Statement from Prior Versions

The fiscal impact to HB 253 GA as amended by HCS 1 and HFA 2, remains unchanged.

The fiscal impact of HB 253 HCS 1 on local law enforcement remains the same as the initial impact statement on HB 253 as introduced.

HCS 1 adds the language regarding a local law enforcement agency having a working relationship with another law enforcement agency to perform traffic fatality investigations.

HFA 2 adds the requirement that the traffic accident investigation shall occur during the initial response to the traffic accident while the responding agency is on the scene. It also added that the responding agency shall preserve the scene until the investigator arrives or is released by the investigator or their agency.

Data Source(s): Kentucky Sheriffs Association, Kentucky State Police, Kentucky Law Enforcement Council, LRC Staff

Preparer: Mark Offerman **Reviewer:** KHC **Date:** 2/28/20