

The overall fiscal impact of HB 544 is indeterminable but expected to have a minimally positive impact as a result of the ability to collect fines.

According to the Kentucky League of Cities (KLC), there is no specific data available on the number of encroachments on the rights-of-ways of state-maintained roads. KLC points out that current law does not have any civil penalties associated with noncompliance but expects that compliance with this legislation would increase with very few civil penalties being assessed. They also state that as drafted, HB 544 would only apply civil penalties if the encroachment occurs within a city, although the six-month prohibition on permits would apply statewide after a third violation within a three-year period.

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

The Part II section above pertains to the bill as introduced.

Data Source(s): LRC Staff, Kentucky League of Cities.

Preparer: Mark Offerman **Reviewer:** _____ **Date:** _____