

Fiscal Note & Local Impact Statement

122nd General Assembly of Ohio

BILL: Sub. S.B. 30 DATE: July 23, 1997

STATUS: As Reported by Senate State and Local Government and Veterans Affairs SPONSOR: Sen. Dix

LOCAL IMPACT STATEMENT REQUIRED: No — Permissive

CONTENTS: Changes the law regarding ambulances and the Ohio Ambulance Licensing Board

State Fiscal Highlights

STATE FUND	FY 1997	FY 1998	FUTURE YEARS
General Services Fund Group			
Revenues	-0-	Potential minimal gain	Potential minimal gain
Expenditures	-0-	Potential minimal increase	Potential minimal increase

- The Ambulance Licensing Board would incur revenues for licenses and inspections for those public EMS organizations that would choose to come under the Board's purview. In turn, this revenue is used to pay costs incurred for licensing the services and inspecting the vehicles.

Local Fiscal Highlights

LOCAL GOVERNMENT	FY 1997	FY 1998	FUTURE YEARS
Joint Ambulance Districts & Joint EMS Districts			
Revenues	- 0 -	- 0 -	- 0 -
Expenditures	Potential minimal increase	Potential minimal increase	Potential minimal increase

- Those joint ambulance districts and joint EMS districts choosing to come under the Board's purview would have to pay the Board's \$200 biennial license fee and \$100 per vehicle inspection fee.



Detailed Fiscal Analysis

The bill makes several changes to the law governing ambulances and the Ambulance Licensing Board. Only those changes with a fiscal effect are discussed below.

Currently, certain local authorities (county, township, and fire and ambulance district EMS organizations) have the option to have Ambulance Licensing Law apply to those organizations under their control. The bill allows joint ambulance districts and joint emergency medical services districts this same option. Therefore, the number of licenses and inspections under the Board's purview could increase. The Board charges a \$200 biennial license fee for the operation of the service, and a \$100 annual inspection fee for each vehicle.

According to the Board's spokesperson, it is not expected that many organizations will opt to come under the Board's purview. In fact, the Board is currently aware of only one organization that was a private non-profit and went public. As a private non-profit it was regulated under the Board, but when it turned public the Board had to drop the organization. Apparently, this organization would like to once again be under the Board's purview and will be able to do so under the bill. This would generate about \$5,200 of revenue over a two-year period (biennial \$200 license fee plus inspection fees for about 50 vehicles), which in turn would be used to pay for the costs incurred for the license and inspections.

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