OFA Fiscal Note

See Fiscal Note Details

The amendment strikes the underlying bill and its associated fiscal impact.

The fiscal impact of the amendment is outlined below. The other sections in the bill either codify current practice or have no fiscal impact to the state or municipalities.

Sections 4, 8, 12 and 13, which have no fiscal impact, require the Department of Transportation (DOT) to make recommendations, submit reports and complete studies related to transportation initiatives.

Section 9 of the amendment establishes an infraction on non-electric vehicles that park in parking spots with electric vehicle charging stations. This may result in a revenue gain to the General Fund dependent on the number of infractions.

Section 10 of the amendment limits red and blue steady lights that are visible from the front of a car to police officers and DMV inspectors only. To the extent there are vehicles that currently obtain this permit, there may be a potential revenue loss of less than $10,000 to the Special
Transportation Fund. This revenue loss is dependent on the number of permits.

Sections 14-35 designate names to certain roads and bridges which will result in a one-time cost in FY 20 of up to $50,000 to DOT for the cost of highway signs.

Section 39 requires the Department of Motor Vehicles (DMV) to design blue envelopes that are capable of holding a driver’s license, registration, and insurance card for a person with autism spectrum disorder. Beginning January 1, 2020, the DMV commissioner must provide these envelopes, upon request, to the eligible individuals outlined in the bill. The bill is anticipated to result in a cost to DMV of approximately $1,500 in FY 21 for the creation of 10,000 envelopes.

The preceding Fiscal Impact statement is prepared for the benefit of the members of the General Assembly, solely for the purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst’s professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.