

OFFICE OF FISCAL ANALYSIS

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EMERGENCY CERTIFICATION

HB-6688

AN ACT CONCERNING A HIGHWAY USE FEE.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 22 \$	FY 23 \$
Resources of the Special Transportation Fund	TF - Revenue Gain	None	45,000,000
Resources of the Special Transportation Fund	TF - Cost	None	Up to 450,000
State Comptroller - Fringe Benefits ¹	TF - Cost	None	Up to 185,850

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill imposes a highway user fee beginning on January 1, 2023, which would generate an anticipated \$45 million in new revenue in FY 23 and \$90 million annually thereafter, increasing by inflation. Estimated revenue through FY 26 is as follows:

(\$ millions)	FY 22	FY 23	FY 24	FY 25	FY 26
Highway User Fee	-	45.0	90.0	94.1	98.3

The bill also results in a cost of up to \$635,850 in FY 23 for salary

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 41.3% of payroll in FY 22 and FY 23.

and fringe benefit costs associated with up to seven new positions required for program implementation.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

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.