

OFFICE OF FISCAL ANALYSIS

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sSB-1080

AN ACT CONCERNING TRANSPORTATION SERVICES FOR
PERSONS WITH INTELLECTUAL AND DEVELOPMENTAL
DISABILITIES.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
Department of Transportation	TF - Cost	261,000 - 777,000	161,000 - 777,000
Developmental Services, Dept.	GF - Cost	See Below	See Below

Note: TF=Transportation Fund; GF=General Fund

Municipal Impact: None

Explanation

Section 1 requires the Department of Transportation (DOT) to provide fare-free bus service and half-price intrastate commuter rail service to persons with intellectual or developmental disabilities who receive services from the Department of Developmental Services (DDS). DOT has an existing reduced fare (generally half-price) transit program on both bus and intrastate rail for persons with a qualifying disability and it is expected that most of the DDS clients described in the bill would qualify for this program. As a result, the fiscal impact of this section is limited to the incremental cost of providing fare-free bus service (versus half-price) because the other benefits described in this section are currently provided.

It is unknown how many or how often DDS clients ride the bus so a range of costs will be considered for this analysis. A plausible lower estimate assumes that DDS clients ride the bus at twice the rate of the

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state's overall population, resulting an annual cost to the Special Transportation Fund (STF) of approximately \$322,000.¹ A plausible higher estimate assumes that 10% of DDS clients are heavy users (i.e., they regularly purchase the \$30.60 reduced fare monthly passes) and the remaining 90% ride the bus at the same rate as Connecticut's population as a whole. Under these assumptions, a high-end cost for this section would be \$777,000 annually. It should be noted that individuals supported through DDS are active on one of the three Medicaid home and community-based services waivers, and as part of the service array, transportation is available as a covered service when not already included as part of the residential or day support services.

Section 2 requires DOT and DDS, in conjunction with the transit districts, to study the demand and need for various transportation services for persons with intellectual or developmental disabilities and to submit such study to the Transportation and Human Services Committees by February 1, 2024. DOT currently conducts similar studies that are required by federal transportation law, and it is expected that DOT would leverage its expertise through those efforts as part of this study. However, some amount of additional work would be needed, and it is estimated that such a study would cost up to \$200,000 which would be shared equally by the two agencies.

Section 4 requires DDS to issue a request for proposals (RFP) for the provision of nonmedical transportation services for persons with intellectual or developmental disabilities whose transportation needs are not currently served by public transportation in the state. It is anticipated that DDS has the expertise to issue the RFP. To the extent that the RFP results in a contract, DDS would incur the associated costs.

Section 5 requires DOT to ensure access to travel training programs funded by the department and does not result in a fiscal impact because the current program is open to any individual who requests the service.

¹ There are approximately 17,206 DDS clients and on average each CT resident takes the bus 11 times per year. The current reduced fare rate is \$0.85 per trip.

Section 6 requires DDS in consultation with the Department of Motor Vehicles (DMV) to provide school bus drivers with online training resources or videos that provide instruction and best practices on how to appropriately interact with persons with intellectual or developmental disabilities. DMV testified that they had online training resources that could be shared with DDS. To the extent that this occurs, it is anticipated that there is no fiscal impact to DDS to share these resources online.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the terms of any contract, or as otherwise described.