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BILL NUMBER: sHB 5659

FISCAL NOTE(Form 1) FILE NUMBER:

(Office of Fiscal Analysis) AMENDMENTS:

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Version:

TITLE: "AN ACT CONCERNING TRANSPORTATION MANAGEMENT PROGRAMS REQUIRED UNDER THE CLEAN AIR ACT"

FAVORABLY REPORTED BY Transportation

EFFECTIVE DATE: Upon Passage

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FISCAL IMPACT STATEMENT - BILL NUMBER sHB 5659

STATE IMPACT	Potential Significant Future Costs, see explanation below
MUNICIPAL IMPACT	Potential Significant Future Costs, see explanation below
STATE AGENCY(S)	Department of Transportation and Other State Agencies

EXPLANATION OF ESTIMATES:

STATE AND MUNICIPAL IMPACT: The implementation of Transportation Management Programs will require employers, primarily in Fairfield County, with 100 or more employees to increase the average passenger occupancy rate to their work locations during the morning peak hours of 6:00 A.M. to 10:00 A.M. (Mondays - Fridays, excluding holidays) to at least 25% above the areawide baseline average by November 15, 1996.

To accomplish this requirement, the bill requires the establishment of a non-lapsing account to be known as the "Transportation Management Account" under the Special Transportation Fund. It also requires the Transportation Commissioner to annually credit the account with at least 10% of the money the state will receive for "Congestion Mitigation and Air Quality Improvement" programs under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The total dollar amount the Department of Transportation, (DOT), expects to receive for the program from ISTEA funds is approximately $19.4 million in FFY 1993 and $23.0 million each year thereafter. Thus, $1.9 million and $2.3 million is expected to be deposited into the non-lapsing account in FFY 1992 and FFY 1993, respectively, and each year thereafter. The matching state share in FY 1993 is expected to be $485,000. In subsequent fiscal years, the state share is expected to be $580,000. In order to provide technical assistance and informational support, costs will be incurred by the DOT. In fiscal year 1993, one-time costs of $100,000 for consultant services will be necessary to develop the Transportation Management package. Also, at least 3 additional planning positions and 1 clerical position will be required to monitor and to continue program implementation. Annual salaries are expected to be approximately $120,000. Costs for the adoption of regulations, as well as for the submission of annual reports by the task force to develop transportation management plans, can be absorbed within available budgetary resources.

Costs to the Department of Environmental Protection for consulting services with the DOT to determine the areawide baseline vehicle occupancy and for developing regulations are expected to be minimal.

Costs to the Department of Labor for providing requested information to the DOT and for consulting on regulations are also expected to be minimal.

Costs to employers, with 100 employees or more, including the state and municipalities could be potentially significant. It is anticipated that cost for developing and submitting compliance plans to the DOT could be absorbed by the impacted governmental subdivisions within budgetary resources. Ultimately, cost to the state and to municipalities will depend on the type of programs the political subdivisions decide to undertake. For instance, allowing for flexible hours and providing preferential parking for ridesharing employees will not be as costly as paying for all or part of the costs of vans used by employees, providing shuttle bus services, bus passes, etc..

It is worthwhile to note that the bill does not specify whether state agencies will be submitting individual plans to the DOT or whether the state will submit one compliance plan to cover all executive branch agencies.

Revenues, to be dedicated to the non-lapsing account, for filing fees and for the imposition of penalties are under HB 5660 and HB 5603, respectively. The revenue gain from filing fees from employers in severe non-attainment areas is expected to be $150,000, (HB 5660). A revenue estimate from penalties is at present indeterminate (HB 5603). Due to the severity of the penalties (up to $5,000 per day), close to full compliance is anticipated.