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FISCAL NOTE (Form 1)
(Office of Fiscal Analysis)
Analyst: AC 5/14/92
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Version: 3

BILL NUMBER: SHB 5787
FILE NUMBER:
AMENDMENTS: House "A" & "B"

TITLE: "AN ACT CONCERNING THE REVISOR'S TECHNICAL CORRECTIONS TO THE GENERAL STATUTES AND TO CERTAIN PUBLIC AND SPECIAL ACTS"

FAVORABLY REPORTED BY Judiciary

EFFECTIVE DATE: Upon Passage

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5787

STATE IMPACT	Potential Minimal Revenue Gain, see explanation below
MUNICIPAL IMPACT	Potential Minimal Cost, see explanation below
STATE AGENCY(S)	Department of Transportation, Various State Agencies

EXPLANATION OF ESTIMATES:

STATE IMPACT: Passage of the bill as amended would result in an indeterminate revenue gain from the imposition of penalties in Section 48. However, due to the severity of the penalties, (\$10 per day per employee for each worksite, up to \$5,000 per day, for instance), close to full compliance is anticipated. Thus, the revenue gain which is to be deposited into a non-lapsing account to be known as the "Transportation Management Account", established under SHB 5659, is expected to be minimal. The remainder of the bill as amended contains other technical and non-fiscal changes and does not result in a fiscal impact.

It should be noted that Section 48 of the bill as amended repeals SHB 5603 and its associated fiscal impact. Section 48 results in the same fiscal impact as SHB 5603.

MUNICIPAL IMPACT: Since municipalities are subject to the penalties enumerated under Section 48 of the bill as amended, a potential cost to municipalities, including school districts, exists. Again, since nearly full compliance is expected, a minimal fiscal impact may be anticipated. The remainder of the bill as amended contains technical changes and does not result in a fiscal impact.

House Amendment "A" made various non-fiscal changes and also resulted in the fiscal impact stated above related to Section 48.

House Amendment "B" makes technical changes and does not alter the fiscal impact of the original bill.

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