

2643

FISCAL NOTE (Form 3)  
(Office of Fiscal Analysis)  
Analyst: J 56-92  
kr  
Version: 4

BILL NUMBER: sSB 64  
FILE NUMBER:  
AMENDMENTS: Senate "A" and "B"

TITLE: "AN ACT CONCERNING THE AUTHORIZATION OF SPECIAL TAX OBLIGATION BONDS OF THE STATE FOR CERTAIN TRANSPORTATION PURPOSES."

FAVORABLY REPORTED BY Transportation, Finance, Revenue and Bonding

EFFECTIVE DATE: 7/1/92

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FISCAL IMPACT STATEMENT - BILL NUMBER sSB 64

STATE IMPACT Yes, Special Tax Obligation Bonds, see below (Transportation Fund)  
MUNICIPAL IMPACT None  
STATE AGENCY(S) Department of Transportation

	Current FY	1992-93	1993-94
State Cost (savings)	:	:244,135,000	:
	:	: STO bonds	:
St Revenue (loss)	:	:	:
Net St Cost (savings)	:	:	:
Municipal Impact	:	:	:

EXPLANATION OF ESTIMATES:

The interest cost to bond \$244,135,000 for twenty years at 7 percent is \$179,439,225. The debt service on Special Tax Obligation bonds is funded from motor vehicle-related fees, taxes and fines in support of the Transportation Infrastructure Renewal Program.

Although the provisions of Senate "A" are permissive, in reference to the indemnification and hold harmless clause as it relates to the property owner, due to the safety concerns, the Department of Transportation (DOT), will probably need to purchase liability insurance for the property in the towns of Suffield and Windsor Locks. Premium costs for liability insurance are not presently known. However, funding to cover this

expense is not in the Department's fiscal year 1993 budget.

PA 86-391 bonded \$5.0 million and SA 87-42 appropriated \$5.0 million for the construction of noise barriers. These funds were made available to the DOT for the non-federally funded Retrofit Noise Barrier program. As of 4/28/92, funds in the amount of \$1,093,000 remain unspent (\$613,000 under PA 86-391 and \$480,000 under SA 87-42). As the result of Senate "B", projects which remain on the Department of Transportation's priority listing for noise barrier projects will not be undertaken.

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