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FISCAL NOTE(Form 1)
(Office of Fiscal Analysis)
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BILL NUMBER: sSB 278
FILE NUMBER:
AMENDMENTS: Senate "A"

TITLE: "AN ACT CONCERNING THE BROKERAGE AND FUNDING OF SPECIAL TRANSPORTATION SERVICES"

FAVORABLY REPORTED BY Transportation, Appropriations

EFFECTIVE DATE: Upon Passage

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FISCAL IMPACT STATEMENT - BILL NUMBER sSB 278

STATE IMPACT	Cost, Potential Future Savings, see explanation below
MUNICIPAL IMPACT	Potential Costs, see explanation below
STATE AGENCY(S)	Departments of Transportation, Income Maintenance, Mental Health and Mental Retardation and Other State Agencies

EXPLANATION OF ESTIMATES:

STATE AND MUNICIPAL IMPACT: In order for the Department of Transportation to implement the provisions of this bill, as amended, one Planner II position would be required at an annual salary of approximately \$35,000. Costs to municipalities that contract with transit districts to provide special transportation services could be reduced by reimbursements from the Department of Transportation for any matching funds required to obtain State or federal funding. It is anticipated that any costs which must be borne by municipalities can be absorbed within the entities' budgetary resources.

Based upon experience in other states, it is anticipated that the pilot programs to be developed will result in a savings to the State, the extent of which cannot be determined at this time. These savings would be the result of participation in the pilot programs by the Departments of Mental Health, Mental Retardation and Income Maintenance, who provide or fund special transportation services.

The bill as amended would add the participation of representative(s) from the Department of Health Services (DOHS), on the Operations Advisory Committee. Any costs required by the bill as amended, would be minimal and can be absorbed within the agency's normal budgetary resources.

The bill, as amended, would also delay for six months the establishment of the transportation service regions to be used in the pilot programs. Implementation of the pilot programs is assumed to be similarly delayed. However, as Section 1 (b) stipulates that DIM should enter into contracts for the pilot programs on or before July 1, 1992, the resulting fiscal impact is uncertain.

The fiscal impact resulting from the provision of the bill as amended which would add sec. 2, subsection (g) to the bill, is uncertain. It would allow for an exemption of vehicles furnishing emergency medical services (i.e., ambulances) from the pilot program. The extent to which ambulance services would have resulted in additional costs/savings cannot be determined at this time.

Senate "A", which requires the Commissioner of Transportation to consult with providers and consumers of special transportation services would have a minimal fiscal impact. Participation by DOHS's representatives(s) in the Operations Advisory Committee would also have a minimal fiscal impact. The exemption of ambulances from the pilot programs would have an uncertain impact as stated above. The delay in implementation of the pilots would delay future savings as previously indicated.

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