

File No. 246

Substitute House Bill No. 5600

House of Representatives, March 31, 1998. The Committee on Transportation reported through REP. COCCO, 127th DIST., Chairman of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING METRO-NORTH FARES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 The Commissioner of Transportation shall
2 create a new fare structure providing for
3 comparable fares to be imposed for the portion of
4 the New Haven commuter rail line beginning in
5 Westport and ending in Bridgeport. The
6 commissioner shall not recalculate zone centroids
7 to create said fare structure and shall create and
8 implement said fare structure on or before July 1,
9 1998.

10 TRA COMMITTEE VOTE: YEA 19 NAY 2 JFS

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"THE FOLLOWING FISCAL IMPACT STATEMENT AND BILL ANALYSIS ARE PREPARED FOR THE BENEFIT OF MEMBERS OF THE GENERAL ASSEMBLY, SOLELY FOR PURPOSES OF INFORMATION, SUMMARIZATION AND EXPLANATION AND DO NOT REPRESENT THE INTENT OF THE GENERAL ASSEMBLY OR EITHER HOUSE THEREOF FOR ANY PURPOSE."

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5600

STATE IMPACT	Cost (Transportation Fund), see explanation below
MUNICIPAL IMPACT	None
STATE AGENCY(S)	Department of Transportation

EXPLANATION OF ESTIMATES:

Revenues from rail fares offset the State's Rail Operations subsidy. As the result of the passage of this bill, \$519,000 annually could be lost in revenues from lower fares. Therefore, an additional subsidy would be required or rail operation services could be reduced or curtailed.

The FY 1998 estimated expenditure for Rail Operations is \$55.6 million. If the FY 1999 budget is adopted, the appropriation would be \$55.1 million.

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OLR BILL ANALYSIS

The Office of Legislative Research does not analyze special acts.