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sHB-5255
AN ACT CONCERNING RECOMMENDATIONS BY THE DEPARTMENT OF TRANSPORTATION.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 23 $	FY 24 $
Resources of the General Fund	GF - Revenue Gain	See Below	See Below
Department of Transportation	TF - Potential Cost	See Below	See Below
Treasurer, Debt Serv.	TF - Potential Cost	See Below	See Below
Department of Transportation	Transportation Grants and Restricted Accounts Fund - Revenue Gain/Cost	400,000	400,000
Resources of the Special Transportation Fund	TF - Potential Revenue Gain	Minimal	Minimal

Note: GF=General Fund; TF=Transportation Fund

Municipal Impact:

Municipalities	Effect	FY 23 $	FY 24 $
Various Municipalities	Revenue Gain	See Below	See Below

Explanation

Section 1 prohibits open alcoholic containers in the passenger compartment of most motor vehicles operating on a public road and creates a penalty of up to $500 for violations. This section results in a revenue gain from to the General Fund from any fines collected.

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Reviewer: MM

This section is expected to bring Connecticut into compliance with federal transportation law, which would remove a penalty that directs a percentage of the state's federally funded highway construction funding to the state's federally funded highway safety programs. This would not impact the total federal formula dollars received by the state but could lead to a reallocation of federal dollars between construction and safety programs.

Section 3 prohibits parking within 25 feet of any marked crosswalk, expands certain exceptions related to this prohibition and, to the extent additional violations occur, results in a revenue gain to both the municipalities in which these violations occur and to the state. The base fine is remitted to municipalities and a surcharge is deposited to the General Fund. In FY 20, 1,455 violations of the current statute resulted in total fine revenue of $191,196.

Section 4 allows the Department of Transportation (DOT) to change speed limits on limited access highways during a weather event or emergency provided the Department installs electronic signs indicating such speed limit.

The costs of variable speed limit systems (which can include electronic and static signage, roadway sensors, and related infrastructure) varies considerably depending on the number and complexity of the systems. Based on other states' experiences, it is expected that a fully built out site (consisting of approximately 8 signs and related infrastructure) could cost up to $1.5 million in first year capital and operating costs. Ongoing operating costs would likely be less than $1 million in this example but would depend on implementation and decisions made by DOT.

To the extent DOT exercises this authority and that the capital costs of the systems are paid for using existing Special Tax Obligation (STO) bonds, future Special Transportation Fund (STF) debt service costs may be incurred sooner under the bill. This is dependent on the degree that the bill causes STO bond funds to be expended, or to be expended more rapidly than they otherwise would have been.

Further, installation of these systems is potentially eligible for federal reimbursement at between 80%-90% but would depend on the specifics of the project and, ultimately, on availability of funds and approval by U.S. DOT.

Sections 7 through 10 make various changes to DOT's contracting procedures and are not expected to have a fiscal impact.

Section 13 increases the fee for an electronically transmitted oversize/overweight permit from $5 to $12 and imposes a new engineering analysis fee on vehicles above 200,000 pounds. This section is expected to result in additional annual fee collections of approximately $400,000. Collections are deposited into the Transportation Grants and Restricted Account Fund and are used to support costs for the permitting system, resulting in an equal amount of spending.

Section 17 expands DOT's authority to purchase property to include property intended for use as a bicycle lane or multi-use trail and is not expected to have a fiscal impact because any purchase, should it occur, would be funded under the relevant project's budget.

Section 18 authorizes truck platooning in the state under certain conditions, including approval of a plan by DOT. Violations of this section are subject to a fine of between $100 and $150, resulting in a potential minimal revenue gain to the STF (base fine) and to the municipalities in which violations occur (surcharge).

Section 19 increases the fine for encroachment without a permit from $100 to between $2,000 to $5,000 for each day of encroachment and results in potential revenue gain to the General Fund. Encroachment penalties have rarely been imposed under current law.

The other sections of the bill are technical, make conforming changes, or otherwise do not have a fiscal impact to the state.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the number of violations, the scope and cost of any variable speed limit systems implemented by DOT, and the terms of any bonds issued.