SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number:	H. 3703 Introduced on February 8, 2017
Author:	Elliott
Subject:	Transportation Commission
Requestor:	House Education and Public Works
RFA Analyst(s):	Wren, Heineman, and Kokolis
Impact Date:	April 7, 2017 - Updated for Revised Agency Response

Estimate of Fiscal Impact

	FY 2017-18	FY 2018-19
State Expenditure		
General Fund	$0	$0
Other and Federal	See Below	$0
Full-Time Equivalent Position(s)	0.00	0.00
State Revenue		
General Fund	$0	$0
Other and Federal	$0	$0
Local Expenditure	$0	$0
Local Revenue	$0	$0

Fiscal Impact Summary
The bill is expected to have an Other Funds cost savings up to $350,000 annually for elimination of costs attributable to the Department of Transportation Commission. We anticipate the cost savings to be redirected for other agency priorities. The bill will have no expenditure impact on the General Fund or Federal Funds. The bill is not expected to have an expenditure impact on local governments for providing input to the statewide transportation plan. This fiscal impact statement has been updated to include a revised response from the Department of Transportation.

Explanation of Fiscal Impact

Introduced on February 8, 2017
Updated for Revised Agency Response
State Expenditure
The bill repeals Article 3, Chapter 1, Title 57, which establishes the responsibilities of the Department of Transportation Commission (Commission) and places all responsibilities of the Commission with the Secretary of the Department of Transportation (DOT). The Secretary of DOT will be appointed by and serve at the pleasure of the Governor. The State Auditor must employ an individual to serve as the chief internal auditor of DOT and may employ other professional, administrative, technical, and clerical personnel as the State Auditor determines to be necessary. DOT, at its own expense, must provide appropriate office space within its headquarters for the chief internal auditor and his support staff. Additionally, DOT must develop the long-range statewide transportation plan, which provides for the development and implementation of the multimodal transportation system for the state. DOT must develop a process for consulting with nonmetropolitan local officials and metropolitan planning

organizations regarding the long-range statewide transportation plan and statewide transportation improvement plan. Further, the bill repeals Article 7, Chapter 1, Title 57 relating to the Joint Transportation Review Committee.

Department of Transportation. The agency's revised response indicates that this bill will have a cost savings up to $350,000, which represents costs for commission members' per diem, travel, office supplies, mileage, and personnel time related to the commission. The agency advises, however, that the estimated cost savings are based upon expenditures prior to the passage of Act 275 of 2016, which transferred many responsibilities from the Commission to the Secretary of Transportation, but it is unclear whether this change significantly affects this estimate. Any cost savings would be redirected to other agency priorities.

State Auditor. The agency indicates that they currently handle the responsibilities associated with this bill pursuant to Act 275 of 2016. Therefore, the bill will have no expenditure impact on the General Fund, Other Funds, or Federal Funds.

State Revenue
N/A

Local Expenditure
The bill requires DOT to consult with local officials regarding the development of the long-range statewide transportation plan and statewide transportation improvement program. Additionally, the bill requires DOT to consult with each metropolitan planning organization concerning the projects selected to be undertaken from the approved transportation improvement program. This requirement is not expected to impact local government expenditures for providing input to the statewide plan.

Local Revenue
N/A

Introduced on February 8, 2017
Updated for Additional Agency Response
State Expenditure
The bill repeals Article 3, Chapter 1, Title 57, which establishes the responsibilities of the Department of Transportation Commission (Commission) and places all responsibilities of the Commission with the Secretary of the Department of Transportation (DOT). The Secretary of DOT will be appointed by and serve at the pleasure of the Governor. The State Auditor must employ an individual to serve as the chief internal auditor of DOT and may employ other professional, administrative, technical, and clerical personnel as the State Auditor determines to be necessary. DOT, at its own expense, must provide appropriate office space within its headquarters for the chief internal auditor and his support staff. Additionally, DOT must develop the long-range statewide transportation plan, which provides for the development and implementation of the multimodal transportation system for the state. DOT must develop a process for consulting with nonmetropolitan local officials and metropolitan planning organizations regarding the long-range statewide transportation plan and statewide transportation improvement plan. Further, the bill repeals Article 7, Chapter 1, Title 57 relating to the Joint Transportation Review Committee.

Department of Transportation. The bill will have a cost savings of approximately $350,000 annually for elimination of the Commission.

State Auditor. The agency indicates that they currently handle the responsibilities associated with this bill pursuant to Act 275 of 2016. Therefore, the bill will have no expenditure impact on the General Fund, Other Funds, or Federal Funds.

State Revenue
N/A

Local Expenditure
The bill requires DOT to consult with local officials regarding the development of the long-range statewide transportation plan and statewide transportation improvement program. Additionally, the bill requires DOT to consult with each metropolitan planning organization concerning the projects selected to be undertaken from the approved transportation improvement program. This requirement is not expected to impact local government expenditures for providing input to the statewide plan.

Local Revenue
N/A

Introduced on February 8, 2017
State Expenditure
The bill repeals Article 3, Chapter 1, Title 57, which establishes the responsibilities of the Department of Transportation Commission (Commission) and places all responsibilities of the Commission with the Secretary of the Department of Transportation (DOT). The Secretary of DOT will be appointed by and serve at the pleasure of the Governor. The State Auditor must employ an individual to serve as the chief internal auditor of DOT and may employ other professional, administrative, technical, and clerical personnel as the State Auditor determines to be necessary. DOT, at its own expense, must provide appropriate office space within its headquarters for the chief internal auditor and his support staff. Additionally, DOT must develop the long-range statewide transportation plan, which provides for the development and implementation of the multimodal transportation system for the state. DOT must develop a process for consulting with nonmetropolitan local officials and metropolitan planning organizations regarding the long-range statewide transportation plan and statewide transportation improvement plan. Further, the bill repeals Article 7, Chapter 1, Title 57 relating to the Joint Transportation Review Committee.

Department of Transportation. The expenditure impact is pending, contingent upon a response from the agency.

State Auditor. The expenditure impact is pending, contingent upon a response from the agency.

State Revenue
N/A

Local Expenditure
The bill requires DOT to consult with local officials regarding the development of the long-range statewide transportation plan and statewide transportation improvement program. Additionally, the bill requires DOT to consult with each metropolitan planning organization concerning the projects selected to be undertaken from the approved transportation improvement program. This requirement is not expected to impact local government expenditures for providing input to the statewide plan.

Local Revenue
N/A

Frank A. Rainwater, Executive Director