

# OFFICE OF FISCAL ANALYSIS

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<http://www.cga.ct.gov/ofa>

sHB-5429

AN ACT CONCERNING PEDESTRIAN SAFETY, VISION ZERO COUNCIL, SPEED LIMITS IN MUNICIPALITIES, FINES AND CHARGES FOR CERTAIN VIOLATIONS, THE GREENWAYS COMMEMORATIVE ACCOUNT AND MAINTENANCE WORK ZONE AND SCHOOL ZONE SAFETY ENFORCEMENT.

## **OFA Fiscal Note**

### **State Impact:**

<b>Agency Affected</b>	<b>Fund-Effect</b>	<b>FY 22 \$</b>	<b>FY 23 \$</b>
State Revenues	Various - Potential Revenue Gain	Minimal	Minimal
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal
State Revenues	Various - Revenue Gain	433,144	577,525
Department of Energy and Environmental Protection	Greenways Commemorative Account - Revenue Gain/Cost	Less than 20,000	Less than 20,000
Resources of the General Fund	GF - Revenue Loss	Less than 20,000	Less than 20,000
Treasurer, Debt Serv.	GF - See Below	See Below	See Below
Department of Transportation	TF - Potential Cost	None	See Below
Department of Emergency Services and Public Protection	GF - Potential Cost	None	See Below

Note: Various=Various; GF=General Fund; TF=Transportation Fund

### **Municipal Impact:**

<b>Municipalities</b>	<b>Effect</b>	<b>FY 22 \$</b>	<b>FY 23 \$</b>
Various Municipalities	Revenue Gain	274,433	365,910
Various Municipalities	Potential Cost	Minimal	Minimal

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Reviewer: MM

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Municipal Police Departments	Potential Cost	None	See Below
Various Municipalities	Potential Revenue Gain/Cost	None	See Below

### ***Explanation***

**Section 1** expands circumstances where pedestrians have the right-of-way and results in potential revenues to the state from additional fines. As under current law, the bill makes violations subject to up to a \$500 fine. In FY 20, 213 crosswalk violations resulted in fine revenue of \$45,152.

**Section 2** establishes a Vision Zero Council to develop a state-wide policy and approach to eliminating all transportation-related fatalities and severe injuries and has no fiscal impact as PA 17-236 prohibits transportation allowances for task force members.

**Section 4** creates a new infraction for making physical contact with moving traffic, including pedestrians and cyclists, with a motor vehicle door. This section, to the extent that offenders are fined, results in a potential minimal revenue gain to the General Fund.

**Section 5** increases, from \$20 to \$25, the municipal surcharge for certain motor vehicle violations. In FY 20 there were 73,182 of these violations. Assuming this level of violations continues in the future, this section is estimated to generate an additional \$274,433 in FY 22 (three quarters of a year impact due to the October 1 effective date) and \$365,910 in FY 23 (full-year effect) for municipalities.

**Sections 6 and 7** provide municipalities authority to establish speed limits on local roads without Office of the State Traffic Administration (OSTA) approval and to establish pedestrian safety zones within their jurisdiction under certain conditions, including a requirement to conduct an engineering study. There is a potential cost to conduct an engineering study for municipalities that choose to set speed limits without OSTA approval or establish pedestrian safety zones.

**Section 13** increases the fines for distracted driving from (1) \$150 to \$200 for a first violation, (2) \$300 to \$375 for a second violation, and (3) \$500 to \$625 for a third or subsequent violation. In FY 20 there were 11,438 of these violations. Assuming this level of violations continues in the future, this section is estimated to generate an additional \$433,144 in FY 22 (three quarters of a year impact due to the October 1 effective date) and \$577,525 in FY 23 (full-year effect) in revenues to the state.

**Section 14** codifies regulations regarding greenway commemorative license plate fees and establishes the "greenways commemorative account" as a separate, nonlapsing account within the General Fund. It directs a portion of plate fees to this account and requires the Department of Energy and Environmental Protection (DEEP) to use this account to provide supplementary funding to the (1) greenways and, (2) bikeways, pedestrian walkways, recreational trail and greenway capital grant programs.

It is estimated that less than \$20,000 annually would continue to be generated from the issuance of these plates and the bill redirects DEEP's portion to the new greenways account where a commensurate amount would be expended, resulting in a net cost to the General Fund because this revenue would now be subject to spending by DEEP.

To date, \$13 million of General Obligation (GO) bonds have been authorized for the greenways program described above. As of March 1, 2021, the unallocated bond balance available to the program is \$3 million. The bill does not change GO bond authorizations relevant to the program. The Governor's proposed bond bill (GB 887) includes \$3 million of new GO bond authorization for the program in each of FY 22 and FY 23.

Future General Fund debt service costs may be altered under the terms of the bill to the degree that it causes authorized GO bond funds to be expended differently than they otherwise would have been. If the new revenues from the bill supplant the use of existing bond

funds, there would be a slight reduction in future debt service costs. If these new funds lead to new or more rapid use of existing bond funds, debt service costs could be accelerated.

**Sections 15 and 16** allow the Department of Transportation (DOT) to install, operate, and maintain automated traffic enforcement safety devices, also known as speed cameras, in certain maintenance work zones beginning (1) on or after January 1, 2023 and (2) after DOT has adopted regulations. Section 22 of the bill makes it a violation to exceed posted speed limits by 11 miles per hour or more, as detected by a speed camera, and establishes fines of \$75 for a first offense and \$90 for a subsequent offense. For violations in maintenance work zones, all revenue goes to the General Fund.

To the extent these devices are utilized, DOT will incur costs to install, operate, and maintain the camera systems, including potential data storage costs and signage, resulting in a cost to the Transportation Fund. To the extent speeding violations occur, the State Police (a division of the Department of Emergency Services and Public Protection) will have to review the footage and issue citations resulting in potential overtime costs for State Troopers and a potential revenue gain to the General Fund due to citations issued.

**Section 17** requires DOT to develop and implement a public awareness campaign to educate the public on various transportation safety issues. This section does not result in a fiscal impact because the bill directs \$10 from each school or hospital zone infraction to DOT for the cost of this campaign. These violations are described further in Section 21.

**Section 18** modifies which expenditures can be funded from the Work Zone Safety Account resulting in no fiscal impact because this section is codifying current practice.

**Section 20** allows for the designation of hospital zones on any local road or state highway that is sufficiently close to hospital property. To the extent that the state or a municipality designates a hospital zone,

an OSTA-approved sign must be posted at the beginning and end of the zone, resulting in a cost to either the state or municipality for signage.

**Section 21** requires the Office of Policy and Management to establish a pilot program allowing up to ten municipalities to install, operate, and maintain speed cameras in school or hospital zones for a period of up to five years beginning (1) on or after January 1, 2023 and (2) after DOT has adopted regulations.

To the extent municipalities participate in this program, they would incur costs for installing, operating, and maintaining speed cameras. The bill requires either State Police or the municipal police departments to review the footage and issue citations (\$75 for a first offense and \$90 for a second, as noted above) resulting in potential overtime costs. Unlike the maintenance work zone program, violation revenue from school or hospital zone infractions would be remitted to the municipalities in which the violations occur (less \$10 from each fine, which would go to DOT as described in Section 17) for the purpose of improving traffic safety, which could potentially include the cost of the speed cameras.

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

### ***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the number of violations, the terms of any bonds issued, and the number of speed cameras installed, except as otherwise described.