

# OFFICE OF FISCAL ANALYSIS

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HB-5255

AN ACT CONCERNING RECOMMENDATIONS BY THE  
DEPARTMENT OF TRANSPORTATION.

AMENDMENT

LCO No.: 5704

File Copy No.: 380

House Calendar No.: 273

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## ***OFA Fiscal Note***

### ***State Impact:***

Agency Affected	Fund-Effect	FY 23 \$	FY 24 \$
Resources of the General Fund	GF - Revenue Loss	See Below	See Below
Department of Transportation	TF - Cost	See Below	See Below

Note: GF=General Fund; TF=Transportation Fund

### ***Municipal Impact:***

Municipalities	Effect	FY 23 \$	FY 24 \$
Various Municipalities	Revenue Gain	Potential	Potential

### ***Explanation***

The amendment eliminates the prohibition, and associated fine, on open alcoholic containers in the passenger compartment of most motor vehicles operating on a public road, resulting in a revenue loss to the General Fund as compared to the underlying bill.

**Section 503** requires DOT to establish a two-year microtransit pilot program and authorizes the Department to enter into agreements with third parties to provide such services. The fiscal impact of this section will depend on the scope of the pilot and whether any federal or local

funds are available as a cost share. Based on prior experience in the state, it is expected that a local or regional pilot could cost up to \$200,000 each year.

**Section 505** results in a revenue gain to municipalities that choose to adopt ordinances penalizing drivers who violate noise ordinances. Any revenue gain would depend on the number of fines issued and the number of speakers forfeited and sold at auction.

**Section 506** freezes, beginning in FY 25, the amount of funding provided to urban-area transit districts by DOT at FY 24 levels and is not expected to have a fiscal impact. This section also requires DOT, beginning in FY 25, to establish a grant program for urban-area transit districts to expand services and promote regionalization. The amendment does not provide a funding source or amount for the program. To the extent that funds are made available to the program, there would be a potential cost to the state and a potential revenue gain to grant recipients beginning in FY 25.

**Section 507** requires DOT to develop and maintain a mobile application to integrate real-time information about transit district services and to provide trip planning services. To the extent that DOT does not have the requisite expertise, there will be a one-time cost to develop the application and minimal ongoing costs for maintenance.

**Section 508** requires DOT to issue a request for proposal (RFP) for the sale or offer of goods within the highway right-of-way at a location specified in the bill. There is no cost to the state in issuing an RFP, but to the extent a sale is made there is a potential revenue gain from sale proceeds.

The remaining provisions of the amendment are not anticipated to have a fiscal impact or otherwise change the fiscal impact of the underlying bill.

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*The preceding Fiscal Impact statement is prepared for the benefit of the members of the General Assembly, solely for the purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.*