

OFFICE OF FISCAL ANALYSIS

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sHB-5917

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
VISION ZERO COUNCIL.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
Resources of the General Fund	GF - Revenue Gain	See Below	See Below
Department of Emergency Services and Public Protection	GF - Cost	287,000 - 836,000	294,000 - 857,000
State Comptroller - Fringe Benefits ¹	GF - Cost	42,000 - 122,000	43,000 - 126,000
Public Health, Dept.	GF - Cost	1,767,570	1,615,570

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 24 \$	FY 25 \$
Municipal Police Departments	Potential Cost	See Below	See Below
Various Municipalities	Potential Cost/ Revenue Gain	Minimal	Minimal

Explanation

Section 1 prohibits open alcoholic containers in the passenger compartment of most motor vehicles operating on a public road and makes violations an infraction, resulting in General Fund revenue gain

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 42.82% of payroll in FY 24.

from any fines collected.

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 requires all motorcycle riders to wear a helmet, rather than just those under age 18, and is expected to result in additional revenue from fines. Under current law, revenue related to violations for those under age 18 is typically less than \$500 annually.

Section 6 requires the Department of Emergency Services and Public Protection (DESPP) to form a fatal collision reduction team, resulting in a cost to the state ranging from \$329,000 to \$958,000 in FY 24 and \$337,000 to \$983,000 in FY 25.

To meet the requirements of the bill, DESPP will need to assign an estimated 6 to 12 troopers to the fatal collision reduction team in each of its three districts. It is anticipated that these troopers will work on this team an average of 12 hours of overtime per pay period, given current staffing shortages in the State Police. The hourly overtime rate per trooper can range from \$47 to \$73, resulting in a cost ranging from \$287,000 to \$836,000 in FY 24, with associated fringe benefits ranging from \$42,000 to \$122,000. The FY 25 costs account for a 2.5% salary increase.

There is also a potential cost to municipal police departments to the extent that they commit officers to the fatal collision reduction team and incur associated salary and overtime expenses.

Section 12 requires the Department of Public Health (DPH) to

conduct a public awareness campaign² that must include outreach to pharmacies, hospitals, substance abuse treatment facilities, cannabis dispensary facilities, and certain retailers, which results in a cost to the agency of \$1,767,570 in FY 24 and \$1,615,570 in FY 25. This total includes costs of: (1) approximately \$264,000 in FY 24 only to develop campaign content, (2) approximately \$1,486,595 annually to print educational materials, (3) approximately \$16,975 annually to distribute educational materials to an estimated 700 sites, and (4) approximately \$112,000 in FY 25 only to hire a marketing consultant to provide campaign evaluation and improvement recommendations.

Sections 14 through 18 permit municipalities to authorize, by ordinance, the use of speed cameras and red-light cameras in qualifying areas and collect fines up to \$50 for first violations, up to \$75 for subsequent violations, and processing fees up to \$15. This may result in a potential minimal revenue gain to municipalities beginning in FY 24. Any revenue gain is dependent on if the fine is established, the amount of the fine, and the number of violations. All fine revenue is required be used toward improving traffic safety.

To the extent municipalities participate in this program, they would incur costs for installing, operating, and maintaining speed cameras. Potential costs may be partially mitigated by revenue collected from violations and fees.

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, and the use of speed cameras and red-light cameras as outlined in the

²The campaign is about the dangers of driving while under the influence of certain over-the-counter drugs and prescription drugs, with an emphasis on opioids and cannabis.

bill.