

OFFICE OF FISCAL ANALYSIS

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sHB-5917

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

As Amended by House "A" (LCO 8408)

House Calendar No.: 202

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
Department of Motor Vehicles	TF - Cost	Potential	None
Department of Transportation	TF - Cost	Up to \$1.8 million	Up to \$1.6 million

Note: TF=Transportation Fund

Municipal Impact:

Municipalities	Effect	FY 24 \$	FY 25 \$
Various Municipalities	Potential Cost/ Revenue Gain	Minimal	Minimal

Explanation

Section 5 allows the Department of Motor Vehicles (DMV) to use third-party resources in developing the required video presentation. To the extent DMV opts to purchase third-party resources, there would be a potential one-time cost to the department in FY 24.

Section 8 requires the Department of Transportation (DOT), in collaboration with the Department of Public Health (DPH) and one or more local health departments, to conduct a public awareness campaign that must include outreach to pharmacies, hospitals, substance abuse treatment facilities, cannabis dispensary facilities, and certain retailers,

which results in a cost of approximately \$1.8 million in FY 24 and \$1.6 million in FY 25 for development of campaign content, printing and distribution of materials, and related costs. It is expected that DOT would use federal transportation safety grants for some or all of these costs. To the extent that federal funds do not fully cover these costs, this section results in a cost to the Special Transportation Fund.

Sections 10 through 14 permit municipalities to authorize, by ordinance, and pending the approval of certain plans by DOT, 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 to be used toward improving transportation mobility, investing in transportation infrastructure improvements, or paying costs associated with the use of speed cameras and red-light cameras.

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.

Section 16 requires DOT to issue guidance to municipalities concerning the development of plans for using speed cameras and red-light cameras and how to evaluate the effectiveness of such devices. This is not expected to have a fiscal impact because DOT has existing expertise in the areas it must consider as part of the guidance.

Section 17 requires municipalities to submit a plan for using speed cameras and red-light cameras to DOT. This may result in a potential cost to municipalities beginning in FY 24 to the extent they require consultants to assist in developing the plans. Municipalities that wish to use speed cameras and red-light cameras must have their plan approved by DOT. Additionally, this section stipulates DOT's involvement in reviewing and approving the municipal plans and results in a potential

cost to DOT depending on the number of municipalities that pursue the use of these devices.

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

House "A" alters the original bill by eliminating Sections 1 to 3 and Section 6 and the associated fiscal impacts. Additionally, the amendment allows DMV to use third-party resources in developing the required video presentation, resulting in a potential cost to the department. The amendment makes DOT the lead department for the public awareness campaign in Section 8, which allows for potential reimbursement of costs from federal transportation safety grants. The amendment also alters the provisions regarding automated enforcement, resulting in a potential cost to both municipalities and DOT for plan development and review.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation and the use of speed cameras and red-light cameras as outlined in the bill.