

OFFICE OF FISCAL ANALYSIS

Legislative Office Building, Room 5200
Hartford, CT 06106 ◊ (860) 240-0200
<http://www.cga.ct.gov/ofa>

sHB-5917

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
VISION ZERO COUNCIL.

AMENDMENT

LCO No.: 8408

File Copy No.: 304

House Calendar No.: 202

OFA Fiscal Note

See Fiscal Note Details

The amendment **eliminates Sections 1 through 3** of the underlying bill and eliminates the associated General Fund revenue gain from fines. Specifically, the amendment eliminates (1) the prohibition on open alcoholic containers in the passenger compartment of most motor vehicles and (2) the provision requiring all motorcycle riders to wear a helmet, rather than just those under age 18.

The amendment **eliminates Section 6** of the underlying bill and eliminates the associated fiscal impact of \$329,000 to \$958,000 in FY 24 and \$337,000 to \$983,000 in FY 25. Specifically, the amendment eliminates the requirement for the Department of Emergency Services and Public Protection to form a fatal collision reduction team.

The amendment **eliminates Section 9** of the underlying bill and replaces it with modified language. The amendment 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 cost to the department.

The amendment **modifies Section 12** of the underlying bill but does not change the net fiscal impact to the state. The amendment makes the

Department of Transportation (DOT), rather than the Department of Public Health (DPH), the lead agency responsible for the public awareness campaign described in Section 12 of the underlying bill, and removes the requirement for collaboration with at least one local health department. Instead, the amendment requires DOT to collaborate with DPH on the campaign. The fiscal impact associated with the underlying bill is not expected to change except that the costs will be incurred by DOT rather than DPH. It is expected that DOT may use funding from existing federal transportation programs to partially offset these costs.

The amendment **eliminates Section 14 to 16** of the underlying bill and replaces it with modified language. The amendment (1) makes technical changes, (2) requires the review and approval of the violation to be done by a police department member or town employee, (3) expands the use of fine revenue, (4) requires towns to provide notification of the new devices to certain entities, (5) requires citations to be mailed within 30 days, (6) requires the police department to keep record of mailing the citation, (7) allows violations to be included in the operator record of a driver, (8) increases the limits on when personally identifiable information can be disclosed, and (9) changes the time limit on when a municipality or vendor must destroy personally identifiable information. This results in a potential cost to municipalities that is dependent on additional workload related to the review and approval process of violations beginning in FY 24.

The amendment also adds the following new sections:

Section 501 requires DOT to issue guidance to municipalities concerning the development of plans for using automated traffic enforcement safety devices (red-light cameras and speed 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 502 requires municipalities to submit a plan for automated traffic enforcement devices 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 automated enforcement devices.

The other aspects of the amendment are technical in nature or otherwise do not change the fiscal impact associated with the underlying bill.

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.