

OFFICE OF FISCAL ANALYSIS

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SB-904

AN ACT CONCERNING THE RECOMMENDATIONS OF THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION AND THE DEPARTMENT OF TRANSPORTATION, THE DISSOLUTION OF THE NORWALK TRANSIT DISTRICT AND ROUTE SHIELD PAVEMENT MARKINGS.

AMENDMENT

LCO No.: 8785

File Copy No.: 437

Senate Calendar No.: 250

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
State Resources	State Resources - Revenue Gain/Loss	See Below	See Below
Department of Energy and Environmental Protection	CHEAPR (nonlapsing GF) - See Below	See Below	See Below
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 24 \$	FY 25 \$
Various Municipalities	Cost	Potential	Potential

Explanation

The amendment strikes the underlying bill and its associated fiscal impact.

Section 5 requires the University of Connecticut's Connecticut Training and Technical Assistance Center to conduct mandatory

training for traffic authorities. The center currently provides such training to municipalities at a cost of \$100 per participant and this section results in a cost for traffic authorities to the extent that they are not currently participating in this program.

Sections 7 and 8 add requirements for DOT regarding the Connecticut Public Transportation Council (currently the Connecticut Commuter Rail Council). Specifically, these sections require DOT to maintain records of requests received by the council, provide monthly on-time performance and ridership reports, and make quarterly presentations at council meetings. This is not expected to result in additional costs to DOT because the department already tracks the relevant data and regularly attends and presents at current Connecticut Commuter Rail Council meetings.

Section 13 provides a new exception to the general prohibition of commercial traffic on parkways for certain vehicles described in the amendment, and results in minimal revenue loss from fines.

Section 14 changes driving commercial vehicles on state parkways from a regulatory violation to a statutory violation and raises the fine for these violations. The fine for this violation is currently \$50 with \$42 in surcharges. The increase is to \$500 for first violations and to \$1,000 for subsequent violations which results in a potential gain in revenue.

Sections 16 through 31 make various changes to laws concerning airports, aircraft, and the Connecticut Airport Authority (CAA). **Section 23** allows, rather than requires, the state to fund 90% of eligible capital improvements at private airports. According to CAA, this requirement has rarely been exercised; however, to the extent that the state no longer contributes funding for capital improvements at private airports, this section results in a potential cost savings. The remaining provisions in these sections either conform to current practice or otherwise do not have a fiscal impact to the state or municipalities.

Section 32 requires DOT to establish, beginning in FY 31 and biennially thereafter, a transportation carbon dioxide reduction target

for the state, and requires DOT to implement a plan to ensure that projects included in the federally-mandated state transportation improvement plan do not exceed the established target, with certain exclusions outlined in the amendment. This is not expected to result in additional costs to DOT because the department is expected to have the relevant expertise

Sections 34 requires DOT to conduct an evaluation of constructing noise barriers for Type II projects (i.e., retrofit of existing highways), to establish a priority list of such projects, and to submit the results to the Transportation Committee by February 1, 2024. This is not expected to result in an additional cost because, according to the DOT, the department is currently undertaking such an evaluation.

Section 37 requires DMV to establish a 12-month noise testing pilot program at five of its emissions stations and to submit the results of such program to the Transportation, Appropriations and Finance, Revenue, and Bonding Committees by January 1, 2025. The cost of such a program depends on planning decisions to be made by DMV but is not expected to be significant.

Section 38 expands eligibility, under the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) voucher program administered by the Department of Energy and Environmental Protection (DEEP), for the medium- and heavy-duty voucher program that DEEP is allowed to establish, based on certain vehicle classification standards. There is no fiscal impact as the amendment does not result in additional costs to the program. However, expansion of the program could result in funds being spent faster from the CHEAPR account than they otherwise would have, under the amendment. This section also makes other changes that are not anticipated to result in a fiscal impact to the state or municipalities. There is currently a balance of \$5,147,090 in the CHEAPR account, which is a separate, non-lapsing account administered by DEEP.

Section 39 creates unclassified misdemeanors for violations related to street takeovers and motor vehicle stunts which results in a potential

cost to the Judicial Department and a potential revenue gain from fines. On average, the marginal cost for supervision in the community is less than \$800 each year.

Sections 41 through 51 designate names on certain roads and bridges which will result in a one-time cost in FY 24 of approximately \$27,500 to DOT for highway signs.

Section 52 makes any CAA purchase of a municipally-owned airport subject to the approval of the legislative body of the host municipality and does not result in a fiscal impact.

The other aspects of the amendment are technical in nature, conform to agency practice, or otherwise do not result in a fiscal impact to the state or municipalities.

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.