

OFFICE OF FISCAL ANALYSIS

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sHB-5328

AN ACT CONCERNING AUTOMATED TRAFFIC SAFETY ENFORCEMENT IN WORK ZONES AND MUNICIPALITIES.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 25 \$	FY 26 \$
Department of Transportation	TF - Potential Cost	See Below	See Below
Department of Emergency Services and Public Protection	GF - Potential Cost	See Below	See Below
Resources of the Special Transportation Fund	TF - Potential Revenue	See Below	See Below

Note: TF=Transportation Fund; GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 25 \$	FY 26 \$
Various Municipalities	Potential Revenue Loss	Minimal	Minimal

Explanation

The bill addresses two traffic enforcement programs: the Department of Transportation's (DOT) work zone speed camera program and the municipal speed and red light camera program.

DOT Work Zone Speed Camera Program

The bill restarts and makes permanent DOT's work zone speed camera program (formerly a pilot program). These provisions are permissive and DOT is not expected to establish new work zone speed cameras unless it has the funding to do so.

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To the extent DOT exercises this authority, the department will incur costs to install, operate, and maintain the camera systems, resulting in a cost to the Special Transportation Fund (STF). To the extent speeding violations occur, the State Police will have to review footage and issue citations resulting in potential costs to the General Fund for State Troopers and a potential revenue gain to the STF from fines. Greater revenue is expected under the bill than under the pilot (on a camera-for-camera basis) because the bill lowers the speeding violation threshold from 15 mph to 10 mph and allows specific circumstances where first time violations are issued a fine rather than a warning.

For context, the total cost of DOT's work zone speed camera pilot program, which included five sites operating at various times over most of 2023, was approximately \$3 million. Costs included equipment, software, and operational support for the speed monitoring technology; public informational and marketing campaigns; and costs for State Police to review potential violations. Most capital costs for the pilot were funded through federal funds. The program issued fewer than 750 violations with at least a \$75 fine imposed (in addition to more than 24,900 warnings).

Municipal Speed and Red Light Camera Program

The bill specifies that fines for subsequent violations from municipal speed or red light cameras must occur within one year. Current law permits municipalities to collect fines up to \$50 for a first violation, up to \$75 for subsequent violations, and processing fees up to \$15. This results in a potential revenue loss to municipalities beginning in FY 25 to the extent fewer subsequent violation fines are imposed. Any revenue loss is expected to be minimal. There is no impact to municipalities that do not use speed or red-light cameras or have not set fines.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to the number of speed camera systems and fines collected.