

OFFICE OF FISCAL ANALYSIS

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sHB-5413

AN ACT CONCERNING THE ILLEGAL USE OF CERTAIN VEHICLES AND STREET TAKEOVERS.

As Amended by House "A" (LCO 3875)

House Calendar No.: 297

OFA Fiscal Note

State Impact: None

Municipal Impact:

Municipalities	Effect	FY 25 \$	FY 26 \$
Various Municipalities	Potential Cost	Minimal	Minimal
Various Municipalities	Savings	See Below	See Below
Various Municipalities	Potential Revenue Gain	See Below	See Below

Explanation

The bill results in various fiscal impacts described below regarding changes to street takeovers and the illegal use of motor vehicles.

Sections 1 and 2 allows municipalities to (1) seize certain all-terrain vehicles (ATVs) that violate a local ordinance if the municipality mails a letter to the owner or lienholder first and (2) destroy the vehicles instead of requiring them to be stored or sold at a public auction. This may result in a potential cost to municipalities to the extent that more ATVs are seized. There is also a potential savings to municipalities to the extent they no longer have to store or auction the vehicles. These sections have no impact on municipalities that have not adopted an ordinance on the operation of ATVs.

Section 3 allows municipalities to adopt an ordinance prohibiting

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street takeovers and allows fines to be set for the violation of this ordinance. There is a potential revenue gain to municipalities beginning in FY 25 to the extent that the ordinance is adopted, and fines are issued for violations. The section allows fines to be set up to \$1,000 for the first violations, \$1,500 for second violations, and \$2,000 for all subsequent violations.

Section 4 makes various changes to certain license penalties that do not result in an impact to the state or municipalities.

Section 5 adds several municipal ordinance violations to the list of offenses for which fines are payable to the Centralized Infraction Bureau (CIB). This may result in a potential revenue gain to municipalities from fines to the extent that municipalities create ordinances and that violations occur.

House "A" alters the original bill by eliminating Section 6 and its associated fiscal impact.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the number of vehicles seized, fines, and violations issued.