



Senate

General Assembly

File No. 369

January Session, 2025

Senate Bill No. 714

Senate, April 1, 2025

The Committee on Transportation reported through SEN. COHEN of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the bill ought to pass.

AN ACT RESTORING SERVICE ON THE SHORE LINE EAST RAIL LINE.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

- 1 Section 1. (*Effective from passage*) Not later than July 1, 2025, the
- 2 Department of Transportation shall restore service on the Shore Line
- 3 East rail line to the same level of service that existed prior to the
- 4 reduction in service due to the COVID-19 public health emergency and
- 5 the civil preparedness emergency declared by the Governor on March
- 6 10, 2020.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>from passage</i>	New section
-----------	---------------------	-------------

TRA *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do 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.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
Transportation, Dept.	TF - Cost	Up to \$34.3 million	\$36 million

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill requires the Department of Transportation (DOT) to restore service on the Shore Line East rail line to pre-COVID levels.

The estimated full-year FY 26 costs for restoring services by July 1, 2025, as required by the bill, are \$34.3 million. To the extent that DOT is unable to implement these changes by July 1, 2025, the FY 26 costs would be less than that, depending on timing. The full-year FY 27 costs are estimated at \$36 million, which account for anticipated growth in operating expenses.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

OLR Bill Analysis

SB 714

AN ACT RESTORING SERVICE ON THE SHORE LINE EAST RAIL LINE.

SUMMARY

The Office of Legislative Research does not analyze Special Acts.

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 34 Nay 0 (03/12/2025)