



Senate

General Assembly

File No. 726

January Session, 2025

Senate Bill No. 1388

Senate, April 17, 2025

The Committee on Judiciary reported through SEN. WINFIELD of the 10th Dist., Chairperson of the Committee on the part of the Senate, that the bill ought to pass.

***AN ACT CONCERNING FAILURE TO MOVE OVER FOR AN
EMERGENCY VEHICLE RESULTING IN THE DEATH OF THE
OPERATOR OR OTHER OCCUPANT OF THE EMERGENCY VEHICLE.***

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

1 Section 1. Section 53a-55 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2025*):

3 (a) A person is guilty of manslaughter in the first degree when: (1)
4 With intent to cause serious physical injury to another person, he causes
5 the death of such person or of a third person; or (2) with intent to cause
6 the death of another person, he causes the death of such person or of a
7 third person under circumstances which do not constitute murder
8 because he committed the proscribed act or acts under the influence of
9 extreme emotional disturbance, as provided in subsection (a) of section
10 53a-54a, except that the fact that homicide was committed under the
11 influence of extreme emotional disturbance constitutes a mitigating
12 circumstance reducing murder to manslaughter in the first degree and
13 need not be proved in any prosecution initiated under this subsection;

14 or (3) under circumstances evincing an extreme indifference to human
15 life, he recklessly engages in conduct which creates a grave risk of death
16 to another person, and thereby causes the death of another person. For
17 purposes of this subdivision, a violation of section 14-283b that results
18 in the death of the operator or any occupant of an emergency vehicle
19 constitutes circumstances evincing an extreme indifference to human
20 life.

21 (b) Manslaughter in the first degree is a class B felony.

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

Section 1	October 1, 2025	53a-55
-----------	-----------------	--------

JUD *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 \$
Judicial Dept. (Probation); Correction, Dept.	GF - Potential Cost	Minimal	Minimal
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal

Note: GF=General Fund

Municipal Impact: None

Explanation

The bill increases the penalty for a violation of the "move over" law to a class B felony when it results in the death of an emergency vehicle's operator or occupant, which results in a potential cost to the Department of Correction and the Judicial Department for incarceration or probation and a potential revenue gain to the General Fund from fines.¹ On average, the marginal cost to the state for incarcerating an offender for the year is \$3,300² while the average marginal cost for supervision in the community is less than \$600³ each year for adults and \$450 each year for juveniles.

¹ In FY 24, there were 395 charges recorded and \$28,834 in associated revenue collected under CGS § 14-283b.

² Inmate marginal cost is based on increased consumables (e.g., food, clothing, water, sewage, living supplies, etc.) This does not include a change in staffing costs or utility expenses because these would only be realized if a unit or facility opened.

³ Probation marginal cost is based on services provided by private providers and only includes costs that increase with each additional participant. This does not include a cost for additional supervision by a probation officer unless a new offense is anticipated to result in enough additional offenders to require additional probation officers.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to the actual number of violations.

OLR Bill Analysis**SB 1388*****AN ACT CONCERNING FAILURE TO MOVE OVER FOR AN EMERGENCY VEHICLE RESULTING IN THE DEATH OF THE OPERATOR OR OTHER OCCUPANT OF THE EMERGENCY VEHICLE.*****SUMMARY**

This bill increases, from a fine of up to \$10,000 to a class B felony, the penalty for a violation of the state's "move over" law (see below) that results in the death of an emergency vehicle's operator or occupant. A class B felony is punishable by a fine up to \$15,000; up to 20 years in prison, with a one-year mandatory minimum; or both.

The bill makes such a violation of the move over law 1st degree manslaughter, a class B felony, by specifying that the violation constitutes circumstances evincing an extreme indifference to human life. By law, among other circumstances, a person is guilty of 1st degree manslaughter when, under circumstances evincing an extreme indifference to human life, he or she recklessly engages in conduct which creates a grave risk of death to another person, and in so doing causes that person's death.

EFFECTIVE DATE: October 1, 2025

"MOVE OVER" LAW

The state's "move over" law requires drivers, when approaching slow or stationary emergency vehicles in the shoulder, lane, or breakdown lane, to (1) immediately slow down to a speed reasonably below the speed limit and (2) if traveling in the lane adjacent to the shoulder or lane with the emergency vehicle, move over one lane unless it would be unsafe to do so (drivers must also do this when approaching slow or stationary nonemergency vehicles). This law applies on public

roads with at least two travel lanes going in the same direction, as well as two-lane roads (i.e. those with two lanes of undivided traffic proceeding in opposite directions) (CGS § 14-283b).

COMMITTEE ACTION

Judiciary Committee

Joint Favorable

Yea 41 Nay 0 (04/04/2025)