

# OFFICE OF FISCAL ANALYSIS

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<http://www.cga.ct.gov/ofa>

sHB-7132

AN ACT CONCERNING NON-SAFETY-RELATED TRAFFIC STOPS  
AND DRIVING WHILE CONSUMING CANNABIS.

As Amended by House "A" (LCO 8098)

House Calendar No.: 480

## ***OFA Fiscal Note***

### ***State Impact:***

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
State Revenues	Various - Potential Revenue Loss	See Below	See Below
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal

Note: Various=Various; GF=General Fund

***Municipal Impact:*** None

### ***Explanation***

The bill decreases the standard for what constitutes certain license plate, headlight, or windshield equipment violations, which results in a potential decrease in revenue to the state from fines.<sup>1</sup>

The bill also allows officers to stop motor vehicles for violating laws against using cannabis in a vehicle which results in a potential cost to the Judicial Department for probation and a potential revenue gain to the General Fund from fines.<sup>2</sup> On average, the marginal cost for

<sup>1</sup> In FY 24, there were 2,732 charges recorded and \$73,150 in associated revenue collected under CGS §§ 14-18(a)(2), 14-96y, and 14-99f.

<sup>2</sup> In FY 24, there were 5 charges recorded and \$250 in associated revenue collected under CGS §§ 53a-213a and 53a-213b.

supervision in the community is less than \$600<sup>3</sup> each year for adults and \$450 each year for juveniles.

The bill creates an unclassified misdemeanor for driving above 100 mph which results in a potential cost to the Judicial Department for probation and a potential revenue gain to the General Fund from fines. The bill makes various other changes to motor vehicle violations laws that are not anticipated to result in a fiscal impact to the state or municipalities.

House "A" alters the underlying bill by creating unclassified misdemeanors and making technical and conforming changes resulting in the impact described above.

### ***The Out Years***

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

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<sup>3</sup> 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.