

OFFICE OF FISCAL ANALYSIS

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sHB-7204

AN ACT CONCERNING LIGHTS ON VEHICLES, PENALTIES FOR VIOLATIONS OF CERTAIN STATUTES, STOPS AND SEARCHES, A PHLEBOTOMY PROGRAM STUDY, INSPECTIONS OF CERTAIN VEHICLES, TRAFFIC SAFETY CORRIDORS AND A PILOT PROGRAM TO EQUIP POLICE VEHICLES WITH CERTAIN DEVICES.

OFA Fiscal Note

State Impact:

| Agency Affected | Fund-Effect | FY 26 \$ | FY 27 \$ |
|--|----------------------------------|-----------------------|-----------------------|
| State Revenues | Various - Potential Revenue Gain | See Below | See Below |
| Correction, Dept. | GF - Potential Cost | Minimal | Minimal |
| Department of Motor Vehicles | TF - Potential Cost | See Below | See Below |
| Department of Transportation | TF - Potential Cost | See Below | See Below |
| Department of Emergency Services and Public Protection | GF - Cost | Potential Significant | Potential Significant |
| Department of Emergency Services and Public Protection | GF - Potential Cost | See Below | None |

Note: Various=Various; GF=General Fund; TF=Transportation Fund

Municipal Impact:

| Municipalities | Effect | FY 26 \$ | FY 27 \$ |
|--------------------------------------|----------------|-----------|----------|
| Various Municipal Police Departments | Potential Cost | See Below | None |

Explanation

Section 1 allows tow trucks to use steady blue lights under certain conditions and does not result in a fiscal impact.

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Sections 2 through 6 and 10 increases the penalties for various motor vehicle related violations by (1) increasing maximum fine amounts (including doubling fines for traffic safety corridors), (2) criminalizing certain violations, and (3) requiring mandatory minimums. This results in a potential revenue gain to the state and a potential cost to the Department of Correction for incarceration. In FY 24, the fine revenue from the associated statutes exceeded \$8 million. On average, the marginal cost to the state for incarcerating an offender for the year is \$3,300.¹ There are currently 76 people incarcerated under these statutes.

Section 8, which does not result in a fiscal impact, requires the Department of Emergency Services and Public Protection (DESPP) and the Department of Transportation (DOT) to jointly study the feasibility of a statewide law enforcement phlebotomy program, as described in the bill. A limited law enforcement phlebotomy program currently exists, and DOT has studied the issue in recent years, therefore this section's requirements are within both departments' current expertise.

Section 9 requires the Department of Motor Vehicles (DMV), in consultation with DESPP, to conduct safety inspections for a random selection of law enforcement vehicles. The fiscal impact of this section depends on implementation decisions, including the number and frequency of inspections. It is expected that DMV would perform at least a limited number of inspections within existing operations.

Section 10 requires DOT, in consultation with DESPP, to establish a traffic safety corridor program. To the extent that traffic safety corridors are designated, this section results in: (1) costs to DOT for program administration and signage (it is typically around \$1,000 to create and install a highway sign, though this can vary depending on size and location); (2) a potential significant cost to DESPP to the extent that they

¹ 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.

commit additional resources to enforcement;² and (3) a potential revenue gain from violations. These fiscal impacts depend on implementation decisions, including the number of designated corridors and the level of increased enforcement.

Section 11, which requires DESPP to establish a one-year pilot program to allow three municipal police departments to install a device on their police vehicles that allows a police officer to launch a GPS onto another vehicle, results in a potential cost to DESPP and a potential cost to municipal police departments in FY 26. The bill allows, but does not require, DESPP to provide grants-in-aid to implement such program at participating municipal police departments. Should a municipal police department choose to participate in the program, there is a potential cost for GPS equipment, unless such equipment is reimbursed by DESPP.³

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to implementation and enforcement decisions, the number of violations, and inflation.

² If, for example, the State Police commits 4 troopers to work 3 additional shifts per week, this section would cost DESPP \$448,731 per year per traffic safety corridor, assuming the current average overtime rate of \$89.89 per hour.

³ The cost of equipping a department with such a vehicle-mounted GPS launching device is not expected to cost about \$6,000 per vehicle. The annual software subscription can cost up to \$150,000 per department.