

OFFICE OF FISCAL ANALYSIS

Legislative Office Building, Room 5200
Hartford, CT 06106 ♦ (860) 240-0200
<http://www.cga.ct.gov/ofa>

SB-1284

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

As Amended by Senate "A" (LCO 7667), House "B" (LCO 9401)
House Calendar No.: 563
Senate Calendar No.: 385

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 26 \$	FY 27 \$
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 impacts described below.

Sections 1 and 2 allows municipalities to (1) seize certain all-terrain vehicles (ATVs) that violate a local ordinance if the municipality posts a notice on their website and 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

Primary Analyst: LG
Contributing Analyst(s):
Reviewer: RW

5/29/25

store or auction the vehicles. These sections have no impact on municipalities that have not adopted an ordinance on the operation of ATVs.

The bill also expands a provision to include all municipalities that allows them to seize dirt bikes and mini motorcycles for violation of an ordinance. Currently this provision only applies to municipalities with a population of 20,000 or more. This results in a potential cost to municipalities that do not currently have this ordinance to the extent they establish it and seize these vehicles.

Section 3 allows municipalities to adopt an ordinance prohibiting 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 the second violations, and \$2,000 for all subsequent violations.

The section also specifies that if fines are not paid within six months the municipality can seize the vehicles. This results in a potential cost to municipalities to the extent more vehicles are seized.

Sections 4 changes the license penalties for violating a state law against illegal street racing and street takeovers which does not result in a fiscal impact.

Section 5 requires the court to impose a fine of at least \$2,000 for some violations under CGS § 14-224 which results in a potential revenue gain to the General Fund from fines.¹

Section 6 adds some 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 from fines to the extent

¹ In FY 24, there was \$10,056 collected in revenue associated with charges under CGS § 14-224.

that municipalities create ordinances and that violations occur.

Senate "A" strikes the underlying bill and its associated fiscal impact resulting in the impact described above.

House "B" strikes the underlying bill as amended by Senate "A" and its associated fiscal impact resulting in the impacted described above.

The Out Years

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