

OFFICE OF FISCAL ANALYSIS

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sSB-1375

AN ACT CONCERNING HIGHWAY, PEDESTRIAN AND CYCLIST
SAFETY.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
State Revenues	Various - Potential Revenue Gain	Minimal	Minimal

Note: GF=General Fund; Various=Various

Municipal Impact: None

Explanation

Section 1 increases the fine for not yielding to pedestrians by \$250 (from \$500 to \$750) resulting in a potential revenue gain to the state.¹

Section 2 expands the circumstances in which it is prohibited to drive in the extreme left lane resulting in a potential revenue gain to the state from fines.²

Section 3 increases the age for which helmets on motorcycles are required from 18 to 21 which results in a potential cost to the Judicial Department for probation and a potential revenue gain to the General Fund from fines.³ On average, the marginal cost for supervision in the

¹ In FY 24, 332 charges were recorded for this offense under CGS 14-300 with \$45,420 in associated revenue collected.

² In FY 24, 907 charges were recorded for this offense under CGS 14-230a with \$69,824 in associated revenue collected.

³ In FY 24, 13 offenses under CGS 14-289g were recorded with \$364 in associated revenue collected.

community is less than \$600⁴ each year for adults and \$450 each year for juveniles.

Section 4 expands the definition of distracted driving resulting in a potential revenue gain to the state from fines.⁵

Section 5 creates an infraction for having an open alcoholic beverage container in the passenger area of a vehicle, which results in a potential revenue gain to the state. Infractions are not crimes and are punishable by fines that usually range from \$100 to \$300.

This section is expected to bring Connecticut into compliance with federal transportation law, which would remove a penalty that directs a percentage of the state's federally funded highway construction funding to the state's federally funded highway safety programs.

Section 7 requires the Department of Transportation (DOT) to assign employees to support the adoption of Complete Streets standards or policies, and does not result in a fiscal impact because it comports to current DOT operations.

Section 9 requires drivers convicted of certain offenses to take a Department of Motor Vehicle (DMV) approved operator retraining program upon the first offense rather than the third. This section does not have a fiscal impact because the programs are operated by third party vendors (and that generally charge an \$85 fee) rather than DMV.

Section 10 expands eligibility to cover various adaptive e-bikes under the e-bike voucher program and requires the Department of Energy and Environmental Protection (DEEP) to give priority vouchers to residents with physical disabilities. This is not anticipated to result in additional

⁴ 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.

⁵ In FY 24, 16,832 offenses under CGS 14-296aa were recorded with \$1,703,353 in associated revenue collected.

costs to DEEP, as DEEP caps programmatic costs. However, expanded eligibility could result in a redistribution of vouchers to eligible participants.

The other sections of the bill are not anticipated to result in a fiscal impact to the state or municipalities.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to the actual number of offenses, or as otherwise described.