

OFFICE OF FISCAL ANALYSIS

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HB-7160

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF MOTOR VEHICLES AND CONCERNING PENALTIES FOR OPERATING A MOTOR VEHICLE AND VESSEL WHILE UNDER THE INFLUENCE OF INTOXICATING LIQUOR OR ANY DRUG, PONTOON BOATS, TECHNICAL CORRECTIONS TO THE MOTOR VEHICLE STATUTES, VIDEO PRESENTATION UPON LICENSE RENEWAL AND THE SAFE DRIVING PRACTICES COURSE.

AMENDMENT

LCO No.: 9710

File Copy No.: 567

House Calendar No.: 352

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
Resources of the General Fund	GF - Revenue Gain	See Below	See Below
Department of Emergency Services and Public Protection	Applicant Fingerprint Card Submission Account - Revenue Gain	Minimal	Minimal
Department of Motor Vehicles	TF - Revenue Gain	Minimal	Minimal
Department of Energy and Environmental Protection	GF - Cost	43,364	43,364
State Comptroller - Fringe Benefits ¹	GF - Cost	17,653	17,653
Judicial Dpt (Probation)	GF - Potential Cost	Minimal	Minimal

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 40.71% of payroll in FY 26.

Primary Analyst: PM
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Department of Motor Vehicles	TF - Cost	Approximately 2,000	Minimal
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Note: GF=General Fund; TF=Transportation Fund

Municipal Impact: None

Explanation

The amendment strikes the underlying bill and its associated fiscal impact.

Sections 1 and 2 potentially expand the number of people subject to state criminal history records checks, resulting in a potential revenue gain to the General Fund,² the Applicant Fingerprint Card Submission Account within the Department of Emergency Services and Public Protection (DESPP),³ and municipal police departments,⁴ beginning in FY 26.

Section 9 imposes a fee of \$100 for late motor vehicle recycler's license renewal applications, resulting in minimal revenue gain to the STF from fees.

Sections 12-19 impose reciprocal penalties for impaired driving and boating. Specifically, these sections require DMV and DEEP to notify each other of administrative actions on impaired driving and boating, for the courts to notify both agencies of criminal convictions, and to prohibit DMV or DEEP from issuing a driver's license or boating certificate to anyone whose license or certificate is suspended for an impaired driving or boating incident.

These requirements result in an additional annual cost to DEEP of approximately \$61,017. The agency would require one additional full time Clerk Typist to address reciprocal boating license suspensions under the bill. Annual costs include \$43,364 in salary and corresponding

² DESPP conducts state criminal history records checks for a fee of \$75. The revenue that is collected from this fee is deposited into the General Fund.

³ DESPP conducts fingerprinting for a fee of \$15 fee per person paid to the Applicant Fingerprint Card Submission Account, non-lapsing account used for IT support and maintenance for the fingerprinting systems.

⁴ Municipal police departments may also conduct the required fingerprinting for state criminal history records checks and typically charge a fee of \$10 to \$15.

fringe benefits of \$17,653. For context, in FY 24 DMV suspended approximately 4,000 licenses for impaired driving administratively and approximately 2,500 through a court conviction, which DEEP would need to consider.

For DMV, it is expected that the agency could accommodate this requirement within existing operations. DEEP typically suspends fewer than 10 certificates per year for impaired boating.

Additionally, these reciprocal penalties take into consideration what counts as a prior conviction for driving and boating under the influence, 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.⁵ On average, the marginal cost to the state for incarcerating an offender for the year is \$3,300⁶ while the average marginal cost for supervision in the community is less than \$600⁷ each year for adults and \$450 each year for juveniles.

Sections 26-28 create a new highway work zone and roadside vehicle safety awareness program, administered by DMV, to be completed by initial driver's license or permit applicants as well as drivers convicted of violating certain offenses.

As with existing driver education and training programs, it is anticipated that third-party organizations will primarily conduct this program. Specifically, the bill creates an application process and fee of \$350 for organizations seeking to conduct this program, resulting in

⁵ In FY 24, there were 8,666 charges and \$717,264 in associated revenue collected under these statutes. There are currently about 200 people incarcerated for driving under the influence. No individuals are currently incarcerated under the boating under the influence statutes.

⁶ 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.

⁷ 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.

revenue gain from fees depending on the number of organizations seeking certifications from DMV.

Sections 29-34 require DMV, in consultation with other organizations described in the bill, to design and distribute yellow envelopes that can hold a driver's license, registration, and insurance card, and that include guidance on effective interactions between emergency personnel and a person with cognitive impairments or physical disabilities.

Based on DMV's prior experience with the blue envelope program, this is anticipated to cost approximately \$2,000 for production and distribution of envelopes. Ongoing costs for additional envelopes, as needed, are expected to be minimal.

Sections 35-58 make changes to statutes concerning electric bicycles and motor-driven cycles. Various provisions within these sections create and modify infractions resulting in a potential revenue gain to the state from fines. Infractions are not crimes and are punishable by fines that usually range from \$100 to \$300.⁸

Section 59 requires the Centralized Infractions Bureau (CIB), within the Judicial Department, to develop payment plans for certain infractions and violations and allows CIB to collect certain fees associated with such payment plans.

This section results in a one-time cost of approximately \$527,000 to the Judicial Department in FY 28 in consultant costs to build a new system for the installment payment plans and to modify the existing system to track violations by license numbers. There is also an ongoing annual cost for one full-time IT position beginning in FY 28 of \$106,467 to the Judicial Department and \$43,343 to the Office of the State Comptroller for associated fringe benefits.

This section also results in a potential revenue gain to the state from fees and fines to the extent that changes in the bill lead to more

⁸ In FY 24, there were a total of 89 charges recorded and \$2,977 in associated revenue collected under CGS § 14-289k, 14-286, 14-286d, 14-288, and 14-300j.

compliance with payment. The bill allows CIB to charge up to an additional \$15 for administrative fees related to the installment plan.

Section 63 allows DMV to issue licenses to certain businesses engaged in selling new electric low-speed vehicles as described in the bill, including a \$340 application fee. To the extent that new businesses apply for this license, this section results in a revenue gain from application fees.

The remaining sections of the bill are technical, conforming, or otherwise not expected to result in a fiscal impact to the state or municipalities.

The preceding Fiscal Impact statement is prepared for the benefit of the members of the General Assembly, solely for the purposes of information, summarization and explanation and does 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.