

# OFFICE OF FISCAL ANALYSIS

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sSB-1377

## AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION.

### AMENDMENT

LCO No.: 9340

File Copy No.: 541

Senate Calendar No.: 306

### ***OFA Fiscal Note***

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

Agency Affected	Fund-Effect	FY 26 \$	FY 27 \$
State Revenues	Various - Potential Revenue Gain	Minimal	Minimal
Department of Transportation	TF - Revenue Gain	At least 50,000	At least 50,000
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
Treasurer, Debt Serv.	GF - See Below	See Below	See Below
Department of Transportation	TF - Cost	Up to 1.8 million	Up to 2.3 million

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

#### ***Municipal Impact:***

Municipalities	Effect	FY 26 \$	FY 27 \$
All Municipalities	Potential Revenue Gain	Minimal	Minimal
Local and Regional School Districts	Potential Cost	Potential	Potential

### ***Explanation***

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

**Section 4** includes increases to penalties for certain repeat parking

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5/27/25  
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violations, and results in a potential revenue gain to various municipalities.<sup>1</sup> Fines for parking violations are entirely remitted to the municipality in which the violation occurred.

**Section 15** increases the fine for not yielding to pedestrians by \$250 (from \$500 to \$750) resulting in a potential revenue gain to the state.<sup>2</sup>

**Section 16** 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 beginning in FY 27.<sup>3</sup>

**Section 23** 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 24** 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 costs to DEEP, as DEEP caps programmatic costs. However, expanded eligibility could result in a redistribution of vouchers to eligible participants.

**Section 25** changes the existing \$5,000 Transportation Network Company (TNC) registration and annual renewal fee to a tiered fee structure, up to \$30,000, based on the number of drivers active on that TNC's platform. According to DOT, there are five TNCs currently registered in the state. It is unknown how many drivers are active on each TNC's platform in the state; however, it is expected that at least two companies will be subject to the highest fee level, resulting in an annual

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<sup>1</sup> In FY 24, a total of 758 charges were recorded and \$30,728 in fines was collected under CGS 14-251.

<sup>2</sup> In FY 24, 332 charges were recorded for this offense under CGS 14-300 with \$45,420 in associated revenue collected.

<sup>3</sup> In FY 24, 907 charges were recorded for this offense under CGS 14-230a with \$69,824 in associated revenue collected. This provision takes effect in October of FY 27.

revenue gain of at least \$50,000 to the STF.

**Section 28**, which creates a new class A misdemeanor for intentionally projecting a laser on or at an aircraft or its flight path, results in a potential cost to the Judicial Department for probation and a potential revenue gain to the General Fund from fines. On average, the marginal cost for supervision in the community is less than \$600<sup>4</sup> each year for adults and \$450 each year for juveniles.

**Section 30** also allows municipalities to use revenue from fines collected as a result of municipal speed and red-light cameras to reimburse a vendor for camera design. This does not result in a fiscal impact as it does not change the revenue a municipality will collect from these devices.

**Sections 32-34** expand eligible uses of funding under two programs involving small harbors, which are both funded through General Obligation (GO) bonds. Future General Fund debt service costs may be incurred or incurred sooner due to the programs' expansion to the degree that it causes authorized GO bond funds to be expended or to be expended more quickly than they otherwise would have been.

The amendment does not change overall GO bond authorization levels.

**Section 37** requires DOT to provide reduced bus fare of up to 50% to the following groups: (1) veterans, (2) people 65 or older, (3) people with disabilities, and (4) people 18 or younger.

The department currently provides reduced bus fare for people with disabilities or who are 65 or older. The cost of providing reduced fare for the additional populations is anticipated to be up to \$1.7 million in

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<sup>4</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.

FY 26 and up to \$2.3 million in FY 27.<sup>5</sup> Actual costs will depend on the fare reduction level set by DOT and the number of veterans and those 18 or under that currently ride the bus (ridership data on these populations is limited).

This section also allows local and regional boards of education to purchase discounted passes at the rate set by DOT. There is a potential cost to districts that choose to purchase these passes.

**Sections 38-65** designate names on certain roads and bridges which result in a one-time cost in FY 26 of up to \$56,000 to DOT for highway signs.

The remaining sections of the amendment make various changes that are either technical in nature, conform to agency practice, or otherwise do not 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.*

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<sup>5</sup> The lower relative cost in FY 26 is due to the October effective date.