

OFFICE OF FISCAL ANALYSIS

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sHB-5462

AN ACT CONCERNING NOISE POLLUTION.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 27 \$	FY 28 \$
Department of Transportation	TF - Cost	See Below	See Below
State Revenues	GF&TF - Revenue Gain	See Below	See Below

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

Municipal Impact: None

Explanation

Section 1 results in costs to the Department of Transportation (DOT) by requiring the agency to establish a solar photovoltaic noise barrier pilot program, which must include the design, installation, operation, maintenance and evaluation of at least one and no more than three barriers.

Costs to establish the pilot program will depend on implementation decisions made by DOT and available funding but could reasonably include the following: (1) approximately \$500,000 annually in consultant and/or staff costs to manage the pilot, including costs for planning, researching, training, evaluation, and reporting, (2) a detailed technical noise study at each site, costing approximately \$100,000 per site, (3) construction and installation of the barriers themselves which, according to preliminary DOT research, could be approximately \$3

million per mile,¹ and (4) ongoing maintenance costs particular to these barriers, such as more complex vegetative management.

The bill also allows DOT to enter into agreements with third parties for this work which may limit the upfront costs to the state depending on the terms and scope of any agreement.

Section 2 increases the fine, from \$150 per offense to \$1,000 per offense, for certain noise-related motor vehicle violations, resulting in revenue gain from fines.²

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to the timing and scope of the pilot, ongoing maintenance costs, the terms of any third-party agreement, and the number of offenses.

¹ Costs for solar photovoltaic noise barriers are difficult to estimate because this technology is not yet widely used on the U.S. highway system and costs are expected to vary based on local conditions. For context, traditional noise barrier project costs are approximately \$2 million per mile in Connecticut.

² Between FY 22 and FY 25, there were a total of 1,557 offenses recorded and \$131,000 in fines collected under CGS § 14-80.