

OFFICE OF FISCAL ANALYSIS

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sSB-413

AN ACT REVISING VARIOUS MOTOR VEHICLE STATUTES.

As Amended by Senate "A" (LCO 5199)

House Calendar No.: 540

Senate Calendar No.: 278

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 27 \$	FY 28 \$
Treasurer, Debt Serv.	TF - Potential Cost	See Below	See Below
State Revenues	GF&TF - Potential Revenue Loss	Minimal	Minimal
Department of Motor Vehicles	TF - Potential Cost	At least 50,000	Minimal

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

Municipal Impact: None

Explanation

The bill makes various revisions to motor vehicle and related statutes and results in the following:

Section 6 expands eligibility under the local bridge program, which is funded through Special Tax Obligation (STO) bonds. Future Special Transportation Fund debt service costs may be incurred or incurred sooner if the program causes authorized STO bond funds to be expended or to be expended more quickly than they otherwise would have been.

As of April 1, 2026, there is an unallocated bond balance of approximately \$63 million for the program. The bill does not change overall STO bond authorization levels.

Primary Analyst: PM
Contributing Analyst(s):
Reviewer: MM

5/5/26

Section 17 results in a minimal potential revenue loss to the state from fewer fines by allowing 16- and 17-year-old learner's permit holders to have their sibling as a passenger during driving instruction in certain circumstances.¹

Section 29 results in a potential cost to the Department of Motor Vehicles (DMV) of at least \$50,000 in FY 27 by requiring the agency to create an electronic towed vehicle portal. It is expected that a portal as described in the bill would cost at least \$50,000 to develop and at least minimal out year costs to maintain; however, according to DMV, development of this portal is expected to be completed as part of its ongoing modernization efforts and therefore may be completed within available resources.

The remaining sections of the bill are technical, conforming, concern private parties, can be accomplished with current state agency expertise, or otherwise do not result in a fiscal impact to the state or municipalities.

Senate "A" eliminates the original bill and its associated fiscal impact, and results in the impact described above.

The Out Years

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

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.

¹ Between FY 22 and FY 25, there were a total of 845 offenses recorded and \$9,840 in fines collected under CGS Sec. 14-36(c).