

Regulation Review Committee JOINT FAVORABLE REPORT

Bill No: HB-5462 / [Bill Status](#) / [Public Hearing Testimony](#)

Title: AN ACT CONCERNING NOISE POLLUTION.

Vote Date: 3/16/26

Vote Action: Joint Favorable

PH Date: 3/9/2026

File No.:

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SPONSORS OF BILL:

Transportation Committee

REASONS FOR BILL:

This bill requires DOT to create a solar photovoltaic noise barrier pilot program to study the feasibility, cost-effectiveness, environmental benefits, and performance of this technology. This technology will help to reduce noise to homes located near state highways and act as a resource to collect solar energy. It also increases the fine for noise related motor vehicle violations from \$150 to \$1,000 per offense to prevent any unnecessary or unusual noise.

RESPONSE FROM ADMINISTRATION/AGENCY:

Garrett Eucalitto, Commissioner, Connecticut Department of Transportation

Commissioner Eucalitto submitted testimony in opposition to Section 1 of the proposed bill, which seeks to establish a solar photovoltaic noise barrier pilot program. The Commissioner states that further study of these noise barriers is needed before a pilot program can be instituted, that two years is not enough time for that research or for staff training. He also states that the CT DOT does not have the funds for this program in the Governor's FY27 budget, that funds to repair current noise barriers in disrepair are limited, and that funding and implementing this pilot program alongside the current Type II program would make it more difficult to adequately disperse funds for noise pollution across the residents who need it most.

NATURE AND SOURCES OF SUPPORT:

Representative Joe Gresko, Deputy Speaker, 121st District

Rep. Gresko both testified and submitted testimony supporting the bill but added that most police cruisers don't have decibel measures in their cruisers, and enforcement of this fine will be difficult. He suggests targeting the after-market products dealers who sell the materials used to modify these engines and that there is no reason to install these parts except the noise. He also suggests partnering with New York and perhaps regionalizing their Stop Loud Excessive Exhaust Pollution (SLEEP) Act in this regard, citing Connecticut's success with similar legislation on catalytic converters. He further suggests encouraging trade and technical programs in the state to admonish the practice.

Rep. Gresko also testified in favor of solar photovoltaic noise barriers, noting that there are such barriers in Darien that have been well received and they, in addition to the barriers along Germany's Autobahn, demonstrate that these barriers are not only feasible but beneficial.

Jaime Banks, PHD, Founder and President, Quiet Communities

Dr. Banks submitted testimony outlining why noise pollution, specifically that of modified exhaust systems, is a serious public health concern. She states that this type of vehicle noise contains strong low-frequency components that travel long distances, permeate walls and are difficult to block. The noise, particularly if it interrupts sleep, can initiate the stress response and cause a myriad of health problems. Given enough exposure, the health problems are exacerbated. She believes that increasing the fines for these illegally modified engines will limit this exposure and thus be beneficial to the public health of Connecticut residents.

Lori Brown, Executive Director, Connecticut League of Conservation Voters

Ms. Brown submitted testimony in support the increased fine for modified engines as she considers this type of noise an environmental stressor. She further points out that while it is illegal to make such modifications on your car, products that achieve this are readily available and their use is increasing.

Michael Moore President, Stamford Downtown Special Services District (Stamford Downtown)

Mr. Moore submitted testimony indicating that noise pollution from modified engines is detrimental to the businesses of downtown areas, as they rely on outdoor dining and a welcoming environment for tourists. He supports the increase of the fine as he sees it as a meaningful deterrent. However, he also states that the increased fine puts additional strain on local police without getting to the root of the problem and suggests a law prohibiting the sale of muffler or exhaust devices for the purpose of creating this additional noise.

Francis R. Pickering, Executive Director, Western Connecticut Council of Governments

Ms. Pickering submitted testimony stating that the Council supports both sections of the proposed bill, as they believe both that Connecticut is getting louder, and that noise pollution is a health concern. She says that the state has the proper framework to control noise, but that the issue lies in enforcement. She makes two suggestions: that the state clarify that statewide noise regulations may be enforced by municipalities, and the addition of an alternate measurement for low-frequency noise. This alternate measurement is based on C-weighted sound level in addition to the current standard of A-weighted sound. She writes that C-weighted sound levels more accurately measure low-frequency noise.

Paula Jones, Member, Bloomfield Conservation, Energy and Environment Committee

Ms. Jones submitted testimony in support of the increased fine for noise pollution from modified engines, citing the nuisance of such noise and the health problems it can cause. She cites her own experience living in Bloomfield and the increased noise she has heard on her property from these modified engines.

She also wrote in support for the solar photovoltaic noise barriers as they will ease the same problems for those in low-income areas near our state's highways.

Sean Corvino, President, YaWNMoWeR***

Mr. Corvino submitted testimony outlining several suggestions for reducing our state's reliance on personal car travel, including expanding public transportation, promoting safety for other forms of transport on our roads, safely regulating hitchhiking, encouraging ride share and taxi use, encouraging carpooling and rental care use, a public database for reporting unsafe drivers, and tax rebates/incentives for the use of alternate transportation.

Betsy Gara, Executive Director, Connecticut Council of Small Towns

Ms. Gara submitted testimony supporting the creation of additional noise barriers as many residents complain of the noise created by solar panel arrays, and that small towns in particular are overwhelmed by the number of these arrays built in their towns in recent years. She does not believe this noise is properly regulated by the state.

Ms. Gara also supports increased fines for modified engines, as she is hearing increased complaints from some of the COST towns regarding this noise.

NATURE AND SOURCES OF OPPOSITION:

None expressed.

Reported by: Catherine Thomas

Date: 3/26/26