

OFFICE OF FISCAL ANALYSIS

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sHB-5366

AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE STATUTES.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 23 \$	FY 24 \$
Department of Motor Vehicles	TF - Revenue Loss	See Below	See Below
Resources of the General Fund	GF - Potential Revenue Gain	See Below	See Below
Resources of the Special Transportation Fund	TF - Potential Revenue Gain	Minimal	Minimal

Note: TF=Transportation Fund; GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 23 \$	FY 24 \$
Various Municipalities	Potential Revenue Gain	See Below	See Below

Explanation

Section 1 creates a Department of Motor Vehicles (DMV) process for titling and removing total loss vehicles abandoned at a used car facility and does not have a fiscal impact, as DMV has existing resources and expertise to implement this provision.

Sections 2 & 3 extend the period by which a vehicle must be retested for emissions after an initial failed test from 60 to 90 days. After this timeframe DMV assesses a \$20 late fee. To the extent fewer late fees are assessed as a result of this extension, this section results in minimal revenue loss to the Special Transportation Fund (STF).

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Reviewer: MM

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Section 4 expands mandatory DMV fee waivers for one licensing period to veterans who apply within two years of their date of separation and who were not Connecticut residents at the time of their induction. The number of veterans to which this section applies is unknown, but it is expected to be small, resulting in minimal revenue loss to the STF.

Section 5 increases, from 60 to 90 days after release from active service, the period by which an armed forces member is exempt from certain DMV late fees, resulting in potential minimal revenue loss to the STF.

Section 6 prohibits DMV from suspending licenses for failing to pay fines resulting from a motor vehicle infraction and results in a potential revenue loss to the extent that a subset of violators no longer pays the relevant fines.

Section 14 creates a new infraction related to unsafe motor vehicle repairs and aftermarket parts and, to the extent offenders are fined, results in potential minimal revenue gain to the General Fund (GF).

Section 15 establishes a Removable Windshield Placard Advisory Council to review policies and recommend best practices for granting and using placards, among other purposes, and to report to the Governor and the Transportation Committee annually beginning on January 1, 2023. This section has no fiscal impact because the bill requires members to serve without compensation and PA 17-236 prohibits transportation allowances for task force members.

Section 16 establishes a \$90 civil penalty for any person who is detected passing a stopped school bus by the digital video monitoring system defined in CGS Sec. 14-279s. To the extent that offenders are fined this section results in new revenue, remitted as follows: 80% to the municipality in which the violation occurs, 12% to the STF, and 8% to the GF.

The other sections of the bill are technical, make conforming changes,

or otherwise do not have a fiscal impact to the state or municipalities.

The Out Years

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