

OFFICE OF FISCAL ANALYSIS

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<http://www.cga.ct.gov/ofa>

sHB-5422

AN ACT CONCERNING MOTOR VEHICLE NOISE.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 23 \$	FY 24 \$
Motor Vehicle Dept.	TF - Cost	2,000,000 - 2,500,000	None
Resources of the General Fund	GF - Revenue Gain	2,925,000	3,900,000
Resources of the General Fund	GF - Revenue Gain	See Below	See Below
Policy & Mgmt., Off.	GF - Cost	154,000	54,000
State Comptroller - Fringe Benefits ¹	GF - Cost	22,000	22,000

Note: GF=General Fund; TF=Transportation Fund

Municipal Impact:

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

Explanation

The bill makes several changes regarding the regulation of motor vehicle-related noise. It 1) creates a pilot program for municipalities to use photo noise monitors to regulate motor vehicle noise; 2) requires all vehicles that undergo emissions inspections to also undergo noise inspections; and 3) increases penalties for violations of motor vehicle

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 40.53% of payroll in FY 23.

noise regulations.

Vehicle Noise Inspection Tests

The bill results in a one-time cost to the Department of Motor Vehicles (DMV) of between \$2 million and \$2.5 million to purchase the requisite decibel testing equipment and to modify the department's information technology systems.

The bill also requires DMV to establish and assess two new fees. The first is for the biennial noise inspection. While the bill does not specify what this fee would be, assuming it is set at \$20 (same as emissions fee) and that DMV recovers the same percentage of this fee as it does the emissions fee, it is anticipated to result in a revenue gain of \$1.7 million annually. The second is a \$20 late fee on noise inspections which, if assessed at the same rate as late fees for emissions inspections, would generate an additional \$2.2 million annually. Because the bill does not direct these fees to a particular fund, it is expected the revenue would be credited to the General Fund.

Vehicle Noise Monitoring Pilot Program

It is anticipated that the Office of Policy and Management would need to hire a part-time planning specialist and a consultant in order to administer the bill's pilot program. This results in costs of \$76,000 annually for the planning specialist (\$54,000 for salary and \$22,000 for fringe benefits) and \$100,000 for the consultant. It is anticipated that the consultant would be a one-time cost.

Vehicle-Noise Related Penalties

The bill establishes a \$90 fine for violations of the noise limit, as detected by a photo noise monitoring system. To the extent that violators are fined, the bill results in potential state revenue gain.

The bill also allows municipalities to increase the penalty for a first violation from \$250 to \$1,000 and seize the speakers and sell them at a public auction. To the extent that municipalities choose to implement

these provisions, they would experience a revenue gain that would vary based on the number of violations that occur.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.