

Finance, Revenue and Bonding Committee JOINT FAVORABLE REPORT

Bill No.: Senate Bill 484

AN ACT CONCERNING EMISSIONS AND DECIBEL LEVEL TESTING FOR MOTOR VEHICLES AND THE TAXATION OF CERTAIN MOTORCYCLES AND

Title: MOTORCYCLE MUFFLERS.

Vote Date: 4/5/2022

Vote Action: Joint Favorable

PH Date: 3/30/2022

File No.: 623

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SPONSORS OF BILL:

The Finance, Revenue and Bonding Committee

REASONS FOR BILL:

This bill requires emission testing on motorcycles. It also requires that all vehicle noise levels be tested to ensure that they meet the requirements set by the Department of Energy and Environmental Protection (DEEP) and Department of Motor Vehicles (DMV). The bill increases the sales and use tax rate to fifty percent (50%) for sales of motorcycles that exceed the maximum allowable noise level, and for the use of aftermarket motorcycle mufflers that exceed the noise level. DEEP and DMV would be responsible for developing the testing programs specifications, requirements and penalties.

RESPONSE FROM ADMINISTRATION/AGENCY:

None expressed.

NATURE AND SOURCES OF SUPPORT:

[Wayne Weikel, Senior Director of State Government Affairs, Alliance for Automotive Innovation](#) submitted testimony stating that the Alliance for Automotive Innovation represents the automakers responsible for producing nearly 98 percent of cars and light trucks sold in the United States each year, as well as major suppliers and other automotive technology companies. While their members have no objections to the state taking steps to address the challenges that local communities face when trying to ensure a certain quality of life for residents that is being degraded by the actions of some unruly vehicle owners, they do have some concern that the bill as raised could potentially draw a much wider swath of vehicles into potential violation.

The testimony states that Auto Innovators and their members are currently working with the State of California on exhaust decibel testing rules, and the rules under consideration are specifically based upon the Society of Automotive Engineers International Protocols. They strongly recommend Connecticut follow this path.

The reason for focusing on testing procedures to be utilized is because the bill appears to retroactively add testing procedures to a set of existing vehicle noise regulations. The current regulations on vehicle noise levels were adopted in 1978. They call for the use of antiquated analog testing equipment, and mandate an outside testing environment that is 150 feet long by 50 feet wide that is clear of other obstructions.

The above concerns should not be read as opposition to the underlying intent of the legislation. If the state is to adopt new testing procedures, however, the legislation should also call for the development of new decibel levels guidelines to pair with up-to-date testing procedures.

NATURE AND SOURCES OF OPPOSITION:

The following people submitted testimony opposition of the bill:

[Paul T. Brantner, Resident, Bridgeport, Connecticut](#)

[Daniel P. Carapella](#)

[James Fumega](#)

[David Magazzi, Resident, New Fairfield, Connecticut](#)

[Karima Mastrolillo, Resident, New Milford, Connecticut](#)

[Mastrolillo, P., President, Charter Oak Motorcycle Club](#)

[David Rudolf](#)

[Eugene J. Schmeiler, Resident, Naugatuck, Connecticut](#)

[George Fraser, Resident, Stamford, Connecticut](#) testified in opposition of the bill, claiming it is extremely fiscally irresponsible, and that Connecticut doesn't have the infrastructure or manpower to enforce it.

[Robert Gay, Resident, Wilton, Connecticut](#) opposed the bill, and stated that it is one more level of harassment thrust upon the motorcycle and motor sports community.

[Patrick Mastrolillo, Resident, New Milford, Connecticut](#) opposed the bill, stating this is the same bill as last year (Senate Bill 1103) that both DMV and DEEP opposed on grounds that equipment is unavailable, it is costly for training, and they lack the manpower to enforce such a law.

Reported by: Dawn Silveira

Date: 4/22/2022