

HB 5462 -- Redline

TRA Joint Favorable to File No. 388 -- AN ACT CONCERNING NOISE POLLUTION.

Deletions ~~struck~~ · Insertions underlined

House of Representatives General Assembly ~~Substitute~~File-Bill No.

~~5462~~388 February Session, 2026 ~~AN~~Substitute ~~ACT~~House ~~CONCERNING~~Bill ~~NOISE~~No. ~~POLLUTION.~~

5462 House of Representatives, April 2, 2026 The Committee on Transportation reported through REP. BERGER-GIRVALO of the 111th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING NOISE POLLUTION.

The pilot program shall include the design, installation, operation, maintenance and evaluation of at least ~~one, one, but not more than~~three, solar photovoltaic noise barriers.

The commissioner may enter into agreements with third parties for the design, installation, operation or maintenance, or any combination ~~thereof, SHB5462 of/ solar~~File photovoltaic~~No. noise barriers.~~

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388 thereof, of solar photovoltaic noise barriers.

(c) Not later than January 1, 2028, the commissioner shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly ~~LC0~~having ~~1~~cognizance of ~~4~~matters ~~Substitute~~relating ~~Bill~~to ~~No.~~transportation.

~~5462 having cognizance of matters relating to transportation.~~

(3) No person, including a motor vehicle dealer or repairer or a ~~motorcycle~~SHB5462 dealer, ~~/ shall~~File ~~remove~~No. ~~all or part of any muffler on a motor vehicle except to repair or replace the muffler or part for the more effective prevention of noise.~~

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388 motorcycle dealer, shall remove all or part of any muffler on a motor vehicle except to repair or replace the muffler or part for the more effective prevention of noise.

~~LC0~~(c) 2The engine of 4~~every~~ ~~Substitute~~motor ~~Bill~~vehicle ~~No.~~shall be equipped and adjusted to prevent excessive fumes or exhaust smoke.

~~5462 (c) The engine of every motor vehicle shall be equipped and adjusted to prevent excessive fumes or exhaust smoke.~~

~~(2) SHB5462 Any/ motor~~File ~~vehicle~~No. ~~may be equipped with a theft alarm signal device which is so arranged that it cannot be used by the driver as an ordinary warning signal.~~

~~(3) 388 Any authorized emergency vehicle may be equipped with a siren, whistle or bell, capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet and of a~~ ~~LC0 3 of~~SHB5462 4File ~~Substitute~~ ~~Bill~~ ~~No.~~

~~5462~~388 type(2) approvedAny motor vehicle may be equipped with a theft alarm signal device which is so arranged that it cannot be used by the ~~Department~~driver of ~~as~~ ~~Motor~~an ~~Vehicles.~~ordinary warning signal.

(3) Any authorized emergency vehicle may be equipped with a siren, whistle or bell, capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet and of a type approved by the Department of Motor Vehicles.

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388 The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do 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.

OFA Fiscal Note State Impact:

Agency Affected Fund-Effect FY 27 \$ FY 28 \$ Department of Transportation TF - Cost See Below See Below State Revenues GF&TF - See Below See Below Revenue Gain Note:

TF=Transportation Fund;

GF&TF=General Fund & Transportation Fund Municipal Impact:

None Explanation Section 1 results in costs to the Department of Transportation (DOT) by requiring the agency to establish a solar photovoltaic noise barrier pilot program, which must include the design, installation, operation, maintenance and evaluation of at least one and no more than three barriers.

Costs to establish the pilot program will depend on implementation decisions made by DOT and available

funding but could reasonably include the following:

(1) approximately \$500,000 annually in consultant and/or staff costs to manage the pilot, including costs for planning, researching, training, evaluation, and reporting, (2) a detailed technical noise study at each site, costing approximately \$100,000 per site, (3) construction and installation of the barriers themselves which, according to preliminary DOT research, could be approximately \$3 million per mile, and (4) ongoing maintenance costs particular to these Costs for solar photovoltaic noise barriers are difficult to estimate because this technology is not yet widely used on the U.S.

highway system and costs are expected to vary based on local conditions.

For context, traditional noise barrier project costs are approximately \$2 million per mile in Connecticut.

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388 barriers, such as more complex vegetative management.

The bill also allows DOT to enter into agreements with third parties for this work which may limit the upfront costs to the state depending on the terms and scope of any agreement.

Section 2 increases the fine, from \$150 per offense to \$1,000 per offense, for certain noise-related motor vehicle violations, resulting in revenue gain from fines.

2 The Out Years The annualized ongoing fiscal impact identified above would continue into the future subject to the timing and scope of the pilot, ongoing maintenance costs, the terms of any third-party agreement, and the number of offenses.

2 Between FY 22 and FY 25, there were a total of 1,557 offenses recorded and \$131,000 in fines collected under CGS Sec. 14-80.

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388 OLR Bill Analysis SHB 5462 AN ACT CONCERNING NOISE POLLUTION.

SUMMARY This bill increases the fine, from \$150 per offense to \$1,000 per offense, for violating certain requirements under existing law related to motor vehicle mechanical equipment, primarily involving mufflers and exhaust pipes (Sec. 2).

As under existing law, these violations are (1) processed through the Centralized Infractions Bureau (CIB, see BACKGROUND) and (2) subject to a Special Transportation Fund surcharge of 50% of the fine (CGS Sec. 13b-70).

Separately, the bill requires the Department of Transportation commissioner to create a solar photovoltaic noise barrier pilot program to evaluate the feasibility, cost effectiveness, environmental benefits, and effectiveness of using noise barriers with this technology along state roads (Sec. 1). (These are generally noise barriers designed to both generate electricity and lessen road noise.) Under the bill, the program must include designing, installing, operating, maintaining, and evaluating between one and three of these noise barriers, which may be done with third-party entities.

The commissioner must consult with the Public Utilities Regulatory Authority on electric interconnection and net metering eligibility.

By January 1, 2028, the commissioner must give a report on the pilot program to the Transportation Committee that includes (1) information on its total costs;

electricity generation data;

maintenance and performance, safety, and structural findings;

and environmental impacts and (2) any recommendations for continuing, expanding, or modifying the program.

EFFECTIVE DATE:

October 1, 2026 SHB5462 / File No.

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388 EQUIPMENT VIOLATIONS SUBJECT TO INCREASED FINE The motor vehicle equipment offenses subject to the increased fine generally include the following:

1.

operating, constructing, equipping, or adjusting a motor vehicle (or its devices) to cause unnecessary or unusual noise;

2.

operating a motor vehicle with an improper muffler;

failing to maintain a muffler in good working order;

installing or using a muffler without interior baffle plates or other effective muffling devices, a gutted muffler, a muffler cutout, or a straight exhaust;

installing or using a mechanical device that amplifies the vehicle's emitted noise;

removing or replacing all or part of a muffler except to repair or replace it;
or using an extension or device on an exhaust system or tail pipe that will cause excessive or unusual noise;

3.

operating a motor vehicle that emits excessive fumes or exhaust smoke;

4.

violating requirements for constructing, placing, or positioning exhaust pipes on a motor vehicle;

5.

operating a motor vehicle with a defective horn;

and 6.

operating a warning siren, whistle, or bell on a motor vehicle except as the law allows.

BACKGROUND Centralized Infractions Bureau By law, individuals charged with a motor vehicle violation may, generally, pay the fine through CIB without appearing in court.

Payment is considered a plea of nolo contendere (no contest) and is not admissible in any civil or criminal proceeding.

If an individual pleads not guilty, CIB must send the plea and request for trial to the clerk of the geographical area court where the trial is to take place.

The practice, procedure, rules of evidence, and burden of proof applicable in criminal sHB5462 / File No.

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388 proceedings apply in the trial (CGS Sec. 51-164n).

COMMITTEE ACTION Transportation Committee Joint Favorable Yea 30 Nay 6 (03/16/2026) sHB5462 / File No.

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