



Senate

General Assembly

File No. 540

January Session, 2025

Substitute Senate Bill No. 1375

Senate, April 7, 2025

The Committee on Transportation reported through SEN. COHEN of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING HIGHWAY, PEDESTRIAN AND CYCLIST SAFETY.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 14-300 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2025*):

3 (a) The traffic authority may designate, by appropriate official traffic
4 control devices, as defined in section 14-297, or markers, or by lines
5 upon the surface of the highway, such crosswalks and intersections as,
6 in its opinion, constitute a danger to pedestrians crossing the highway
7 including, but not limited to, specially marked crosswalks in the vicinity
8 of schools, which crosswalks shall have distinctive markings, in
9 accordance with the regulations of the Office of the State Traffic
10 Administration, to denote use of such crosswalks by school children;
11 and may maintain suitable signs located at intervals along highways,
12 particularly where there are no sidewalks, directing pedestrians to walk
13 facing vehicular traffic.

14 (b) At any intersection where special pedestrian-control signals
15 bearing the words "Walk" or "Don't Walk" or the image of a walking
16 person symbolizing "Walk" or an upraised hand symbolizing "Don't
17 Walk" are placed, pedestrians may cross the highway only as indicated
18 by the signal. At any intersection where traffic is controlled by other
19 traffic control signals or by police officers, pedestrians shall not cross the
20 highway against a red or "Stop" signal and shall not cross at any place
21 not a marked or unmarked crosswalk. A pedestrian started or starting
22 across the highway or on any such crosswalk shall have the right-of-
23 way over all vehicles, including those making turns, until such
24 pedestrian has reached the opposite curb or safety zone.

25 (c) Except as provided in subsection (c) of section 14-300c, at any
26 crosswalk marked as provided in subsection (a) of this section or any
27 unmarked crosswalk, provided such crosswalks are not controlled by
28 police officers or traffic control signals, each operator of a vehicle shall
29 grant the right-of-way, and slow or stop such vehicle if necessary to so
30 grant the right-of-way, to any pedestrian crossing the roadway within
31 such crosswalk. For the purposes of this subsection, a pedestrian is
32 "crossing the roadway within such crosswalk" when the pedestrian (1)
33 is within any portion of the crosswalk, (2) steps to the curb at the
34 entrance to the crosswalk and indicates his or her intent to cross the
35 roadway by raising his or her hand and arm toward oncoming traffic,
36 or (3) indicates his or her intent to cross the roadway by moving any
37 part of his or her body or an extension thereof, including, but not limited
38 to, a wheelchair, cane, walking stick, crutch, bicycle, electric bicycle,
39 stroller, carriage, cart or leashed or harnessed dog, into the crosswalk at
40 the entrance to the crosswalk. No operator of a vehicle approaching
41 from the rear shall overtake and pass any vehicle, the operator of which
42 has stopped at any crosswalk marked as provided in subsection (a) of
43 this section or any unmarked crosswalk to permit a pedestrian to cross
44 the roadway. The operator of any vehicle crossing a sidewalk shall yield
45 the right-of-way to each pedestrian and all other traffic upon such
46 sidewalk.

47 (d) The operator of a motor vehicle who approaches or comes into the

48 immediate vicinity of a pedestrian who is blind, as defined in subsection
49 (a) of section 1-1f, carrying a white cane or a white cane tipped with red,
50 or a pedestrian being guided by a service animal, shall reduce speed or
51 stop, if necessary, to yield the right-of-way to such pedestrian. No
52 person, except one who is blind, shall carry or use on any street or
53 highway, or in any other public place, a cane or walking stick which is
54 white in color or white, tipped with red. For the purposes of this
55 subsection, "service animal" has the same meaning as provided in
56 section 22-345.

57 (e) Any crosswalk designated by a traffic authority on or after
58 October 1, 2010, pursuant to subsection (a) of this section shall be
59 required by such authority to have markings, signage, or any control
60 signals deemed necessary by such authority to provide sufficient time
61 for the safe crossing of pedestrians.

62 (f) The operator of any motor vehicle who violates this section shall
63 be fined not more than [five hundred] seven hundred fifty dollars.

64 (g) In any civil action arising under subsection (c) or (d) of this section
65 or sections 14-300b to 14-300d, inclusive, the doctrine of negligence per
66 se shall not apply.

67 Sec. 2. Section 14-230a of the general statutes is repealed and the
68 following is substituted in lieu thereof (*Effective October 1, 2025*):

69 (a) On any divided limited access highway [which] that provides
70 more than two lanes for traffic proceeding in the same direction, no
71 operator of any motor vehicle with a commercial registration, motor
72 bus, vehicle with trailer or school bus shall drive in the extreme left lane
73 where the Office of the State Traffic Administration so designates,
74 except (1) on the direction of a police officer, or [except] (2) when access
75 to or egress from such highway is provided on the left, in which latter
76 case such operator shall drive in such left lane only for such period as is
77 reasonably necessary to enter or leave such highway safely.

78 (b) On any divided limited access highway that provides more than

79 two lanes for traffic proceeding in the same direction, no operator of a
80 motor vehicle, other than a motor vehicle subject to the provisions of
81 subsection (a) of this section, shall drive in the extreme left lane, except
82 (1) when overtaking and passing another vehicle, (2) on the direction of
83 a police officer, (3) when access to or egress from such highway is
84 provided on the left, in which latter case such operator shall drive in
85 such left lane only for such period as is reasonably necessary to enter or
86 leave such highway safely, (4) if such motor vehicle is an emergency
87 vehicle operating pursuant to section 14-283, (5) if the operator is
88 engaged in the maintenance, repair or construction of such highway, or
89 (6) when traffic congestion makes driving in the extreme left lane
90 necessary.

91 (c) Any person who violates any provision of this section shall have
92 committed an infraction and shall be fined eighty-eight dollars.

93 Sec. 3. Section 14-289g of the general statutes is repealed and the
94 following is substituted in lieu thereof (*Effective October 1, 2025*):

95 (a) No person under [eighteen] twenty-one years of age may (1)
96 operate a motorcycle or a motor-driven cycle, as defined in section 14-1,
97 or (2) be a passenger on a motorcycle or motor-driven cycle, unless such
98 operator or passenger is wearing protective headgear [of a type which]
99 that conforms to the minimum specifications established in 49 CFR
100 571.218, as amended from time to time. Any person who violates this
101 section shall have committed an infraction and shall be fined not less
102 than ninety dollars.

103 (b) As used in this section, the term "motorcycle" [shall] does not
104 include "autocycle".

105 Sec. 4. Section 14-296aa of the general statutes is repealed and the
106 following is substituted in lieu thereof (*Effective October 1, 2025*):

107 (a) For purposes of this section, the following terms have the
108 following meanings:

109 (1) "Mobile telephone" means a cellular, analog, wireless or digital

110 telephone capable of sending or receiving telephone communications
111 without an access line for service.

112 (2) "Using" or "use" means (A) holding a hand-held mobile telephone
113 to, or in the immediate proximity of, the user's ear, or (B) watching or
114 playing a video on a mobile electronic device that is in full view of the
115 operator in a normal driving position.

116 (3) "Hand-held mobile telephone" means a mobile telephone with
117 which a user engages in a call using at least one hand.

118 (4) "Hands-free accessory" means an attachment, add-on, built-in
119 feature, or addition to a mobile telephone, whether or not permanently
120 installed in a motor vehicle, that, when used, allows the vehicle operator
121 to maintain both hands on the steering wheel.

122 (5) "Hands-free mobile telephone" means a hand-held mobile
123 telephone that has an internal feature or function, or that is equipped
124 with an attachment or addition, whether or not permanently part of
125 such hand-held mobile telephone, by which a user engages in a call
126 without the use of either hand, whether or not the use of either hand is
127 necessary to activate, deactivate or initiate a function of such telephone.

128 (6) "Engage in a call" means talking into or listening on a hand-held
129 mobile telephone, but does not include holding a hand-held mobile
130 telephone to activate, deactivate or initiate a function of such telephone.

131 (7) "Immediate proximity" means the distance that permits the
132 operator of a hand-held mobile telephone to hear telecommunications
133 transmitted over such hand-held mobile telephone, but does not require
134 physical contact with such operator's ear.

135 (8) "Mobile electronic device" means (A) any hand-held or other
136 portable electronic equipment capable of providing data
137 communication between two or more persons, including a text
138 messaging device, a paging device, a personal digital assistant [,] or a
139 laptop computer, (B) any equipment that is capable of playing a video
140 game or a digital video disk, [or] (C) any equipment on which digital

141 photographs are taken or transmitted, (D) any installed screen, video
142 monitor or other means of providing a visual display, or (E) any
143 combination thereof. [, but] "Mobile electronic device" does not include
144 any audio equipment or any equipment installed in a motor vehicle for
145 the purpose of providing (i) navigation, (ii) emergency assistance to the
146 operator of such motor vehicle, or (iii) video entertainment to the
147 passengers in the rear seats of such motor vehicle that is not in full view
148 of the operator in a normal driving position.

149 (9) "Operating a motor vehicle" means operating a motor vehicle on
150 any highway, [as defined in section 14-1,] including being temporarily
151 stationary due to traffic, road conditions or a traffic control sign or
152 signal, but not including being parked on the side or shoulder of any
153 highway where such vehicle is safely able to remain stationary.

154 (10) "Highway", "commercial motor vehicle" and "authorized
155 emergency vehicle" have the same meanings as provided in section 14-
156 1.

157 (b) (1) Except as otherwise provided in this subsection and
158 subsections (c) and (d) of this section, no person shall operate a motor
159 vehicle upon a highway [, as defined in section 14-1,] while using a
160 hand-held mobile telephone to engage in a call or while using a mobile
161 electronic device. An operator of a motor vehicle who types, sends or
162 reads a text message with a hand-held mobile telephone or mobile
163 electronic device while operating a motor vehicle shall be in violation of
164 this section, except that if such operator is driving a commercial motor
165 vehicle, [as defined in section 14-1,] such operator shall be charged with
166 a violation of subsection (e) of this section.

167 (2) An operator of a motor vehicle who holds a hand-held mobile
168 telephone to, or in the immediate proximity of, his or her ear while
169 operating a motor vehicle is presumed to be engaging in a call within
170 the meaning of this section. The presumption established by this
171 subdivision is rebuttable by evidence tending to show that the operator
172 was not engaged in a call.

173 (3) The provisions of this subsection shall not be construed as
174 authorizing the seizure or forfeiture of a hand-held mobile telephone or
175 a mobile electronic device, unless otherwise provided by law.

176 (4) Subdivision (1) of this subsection shall not apply to: (A) The use
177 of a hand-held mobile telephone for the sole purpose of communicating
178 with any of the following regarding an emergency situation: An
179 emergency response operator; a hospital, physician's office or health
180 clinic; an ambulance company; a fire department; or a police
181 department, [or] (B) any of the following persons while in the
182 performance of their official duties and within the scope of their
183 employment: A peace officer, as defined in subdivision (9) of section
184 53a-3, a firefighter or an operator of an ambulance or authorized
185 emergency vehicle [, as defined in section 14-1,] or a member of the
186 armed forces of the United States, as defined in section 27-103, while
187 operating a military vehicle, [or] (C) the use of a hand-held radio by a
188 person with an amateur radio station license issued by the Federal
189 Communications Commission in emergency situations for emergency
190 purposes only, or (D) the use of a hands-free mobile telephone.

191 (c) No person shall use a hand-held mobile telephone or other
192 electronic device, including those with hands-free accessories, or a
193 mobile electronic device, while operating a school bus that is carrying
194 passengers, except that this subsection shall not apply when such
195 person: (1) Places an emergency call to school officials; (2) uses a hand-
196 held mobile telephone as provided in subparagraph (A) of subdivision
197 (4) of subsection (b) of this section; (3) uses a hand-held mobile
198 telephone or mobile electronic device in a manner similar to a two-way
199 radio to allow real-time communication with a school official, an
200 emergency response operator, a hospital, physician's office or health
201 clinic, an ambulance company, a fire department or a police department;
202 or (4) uses a mobile electronic device with a video display, provided
203 such device (A) is used as a global positioning system or to provide
204 navigation, (B) is securely attached inside the school bus near such
205 person, and (C) has been approved for such use by the Department of
206 Motor Vehicles.

207 (d) No person under eighteen years of age shall use any hand-held
208 mobile telephone, including one with a hands-free accessory, or a
209 mobile electronic device while operating a motor vehicle on a public
210 highway, except as provided in subparagraph (A) of subdivision (4) of
211 subsection (b) of this section.

212 (e) No person shall use a hand-held mobile telephone or other
213 electronic device or type, read or send text or a text message with or
214 from a mobile telephone or mobile electronic device while operating a
215 commercial motor vehicle, [as defined in section 14-1,] except for the
216 purpose of communicating with any of the following regarding an
217 emergency situation: An emergency response operator; a hospital;
218 physician's office or health clinic; an ambulance company; a fire
219 department or a police department.

220 (f) Except as provided in subsections (b) to (e), inclusive, of this
221 section, no person shall engage in any activity not related to the actual
222 operation of a motor vehicle in a manner that interferes with the safe
223 operation of such vehicle on any highway. [, as defined in section 14-1.]

224 (g) Any law enforcement officer who issues a summons for a
225 violation of this section shall record on such summons the specific
226 nature of any distracted driving behavior observed by such officer.

227 (h) Any person who violates this section shall be fined two hundred
228 dollars for a first violation, three hundred seventy-five dollars for a
229 second violation and six hundred twenty-five dollars for a third or
230 subsequent violation.

231 (i) An operator of a motor vehicle who commits a moving violation,
232 as defined in subsection (a) of section 14-111g, as amended by this act,
233 while engaged in any activity prohibited by this section shall be fined in
234 accordance with subsection (h) of this section, in addition to any penalty
235 or fine imposed for the moving violation.

236 (j) The state shall remit to a municipality twenty-five per cent of the
237 fine amount received for a violation of this section with respect to each

238 summons issued by such municipality. Each clerk of the Superior Court
239 or the Chief Court Administrator, or any other official of the Superior
240 Court designated by the Chief Court Administrator, shall, on or before
241 the thirtieth day of January, April, July and October in each year, certify
242 to the Comptroller the amount due for the previous quarter under this
243 subsection to each municipality served by the office of the clerk or
244 official.

245 (k) A record of any violation of this section shall appear on the
246 driving history record or motor vehicle record, as defined in section 14-
247 10, of any person who commits such violation, and the record of such
248 violation shall be available to any motor vehicle insurer in accordance
249 with the provisions of section 14-10.

250 Sec. 5. (NEW) (*Effective October 1, 2025*) (a) For the purposes of this
251 section:

252 (1) "Alcoholic beverage" has the same meaning as provided in section
253 30-1 of the general statutes;

254 (2) "Highway", "motor bus" and "recreational vehicle" have the same
255 meanings as provided in section 14-1 of the general statutes;

256 (3) "Motor vehicle" has the same meaning as provided in section 14-
257 212 of the general statutes;

258 (4) "Motor vehicle in livery service" has the same meaning as
259 provided in section 13b-101 of the general statutes;

260 (5) "Open alcoholic beverage container" means a bottle, a can or other
261 receptacle (A) that contains any amount of an alcoholic beverage, and
262 (B) (i) that is open or has a broken seal, or (ii) the contents of which are
263 partially removed;

264 (6) "Passenger" means any occupant of a motor vehicle other than the
265 operator;

266 (7) "Passenger area" means (A) the area designed to seat the operator

267 of, and any passenger in, a motor vehicle while such vehicle is being
268 operated on a highway, or (B) any area that is readily accessible to such
269 operator or passenger while such person is in such person's seated
270 position. "Passenger area" does not include (i) a locked container, such
271 as a locked glove compartment or console, (ii) the trunk, or (iii) in a
272 motor vehicle that is not equipped with a trunk, the area behind the last
273 upright seat or any area not normally occupied by the operator or a
274 passenger; and

275 (8) "Taxicab" has the same meaning as described in section 13b-95 of
276 the general statutes.

277 (b) Except as provided in subsection (c) of this section, no person shall
278 consume or possess an open alcoholic beverage container within the
279 passenger area of a motor vehicle while such motor vehicle is on any
280 highway in this state.

281 (c) The provisions of subsection (b) of this section shall not apply to:
282 (1) A passenger in a motor vehicle designed, maintained and primarily
283 used for the transportation of passengers for hire, including, but not
284 limited to, a taxicab, motor bus or motor vehicle in livery service, or (2)
285 a passenger in the living quarters of a recreational vehicle.

286 (d) Any person who violates the provisions of subsection (b) of this
287 section shall have committed an infraction.

288 Sec. 6. Section 14-286d of the general statutes is repealed and the
289 following is substituted in lieu thereof (*Effective October 1, 2025*):

290 (a) For the purposes of this section and section 14-286e, "bicycle"
291 means any vehicle propelled by the person riding the same by foot or
292 hand power.

293 (b) No child [fifteen] seventeen years of age or under shall operate a
294 bicycle, electric bicycle, nonmotorized scooter, skateboard or electric
295 foot scooter or wear roller skates or in-line skates on the traveled portion
296 of any highway, at a skateboarding park or any park unless such child
297 is wearing properly fitted and fastened protective headgear which

298 conforms to the minimum specifications established by the American
299 National Standards Institute, the United States Consumer Product
300 Safety Commission, the American Society for Testing and Materials or
301 the Snell Memorial Foundation's Standard for Protective Headgear for
302 Use in Bicycling, as amended from time to time. Failure to comply with
303 this section shall not be a violation or an offense. Failure to wear
304 protective headgear as required by this subsection shall not be
305 considered to be contributory negligence on the part of the parent or the
306 child nor shall such failure be admissible in any civil action.

307 (c) A law enforcement officer may issue a verbal warning to the
308 parent or guardian of a child that such child has failed to comply with
309 the provisions of subsection (b) of this section.

310 (d) A person, firm or corporation engaged in the business of renting
311 bicycles, electric bicycles or electric foot scooters shall provide
312 protective headgear conforming to the minimum specifications
313 established by the American National Standards Institute, the United
314 States Consumer Product Safety Commission, the American Society for
315 Testing and Materials or the Snell Memorial Foundation's Standard for
316 Protective Headgear for Use in Bicycling, as amended from time to time,
317 to any person [under sixteen] seventeen years of age or under who will
318 operate the bicycle, electric bicycle or electric foot scooter if such person
319 does not have protective headgear in his or her possession. A fee may
320 be charged for the protective headgear rental. Violation of any of the
321 provisions of this subsection shall be an infraction.

322 (e) The Commissioner of Consumer Protection shall post on the
323 Department of Consumer Protection's Internet web site information
324 concerning the dangers of riding bicycles, electric bicycles or electric
325 foot scooters, skateboarding, roller skating and in-line skating without
326 protective headgear and promoting the use of protective headgear while
327 riding bicycles, electric bicycles or electric foot scooters, skateboarding,
328 roller skating and in-line skating.

329 Sec. 7. Section 13b-10 of the general statutes is repealed and the
330 following is substituted in lieu thereof (*Effective July 1, 2025*):

331 (a) The commissioner may, subject to the provisions of chapter 67,
332 employ such agents, assistants and employees as [he] the commissioner
333 deems necessary to carry out [his] the commissioner's duties and
334 responsibilities. [He] The commissioner may retain and employ other
335 consultants and assistants on a contract or other basis for rendering
336 legal, financial, technical or other assistance and advice.

337 (b) The commissioner shall assign employees to support the adoption
338 and implementation of Complete Streets standards or policies, as
339 described in section 11206 of the Infrastructure Investment and Jobs Act,
340 P. L. 117-58, as amended from time to time, throughout the state. Such
341 support shall include administering grants and providing incentives to
342 municipalities in order to finalize a project or prioritization plan that
343 incorporates Complete Streets standards or policies.

344 Sec. 8. (*Effective from passage*) (a) For the purposes of this section,
345 "intelligent speed assistance device" means a device designed to be
346 installed within a motor vehicle to actively monitor and limit the speed
347 at which a motor vehicle is capable of traveling based on the applicable
348 speed limit where such motor vehicle is being operated.

349 (b) The Vision Zero Council, established under section 13b-23b of the
350 general statutes, and the Chief State's Attorney shall jointly study and
351 make recommendations concerning the feasibility of leveraging
352 intelligent speed assistance devices to address speeding and reckless
353 driving in the state. The Vision Zero Council and Chief State's Attorney
354 may partner with an institution of higher education or national
355 transportation research entity to perform such study. Such study shall,
356 at a minimum, (1) examine whether sufficient evidence exists to show
357 that the use of intelligent speed assistance devices changes driving
358 behavior and improves road safety, (2) consider the different types and
359 availability of such devices, (3) estimate the costs associated with the
360 installation and maintenance of such devices to the motor vehicle
361 operator and the state, (4) examine whether such devices work
362 accurately and reliably in unsupervised environments and whether
363 such devices are capable of producing evidence showing such device

364 has not been bypassed, circumvented or tampered with, and (5) if
365 recommending the use of such devices in the state, (A) identify if the
366 installation of such device would be in lieu of, or in addition to, a
367 prescribed penalty or suspension of a motor vehicle operator's license
368 and if such installation would be mandatory or discretionary, (B)
369 identify the types and number of traffic violations that would require or
370 permit the installation of such devices, (C) discuss if any such
371 requirement to install an intelligent speed assistance device should
372 apply differently to motor vehicle operators based upon the age or
373 driving history of the operator, and (D) discuss necessary components
374 of a regulatory framework that would be necessary to ensure the proper
375 and accurate use of such devices.

376 (c) Not later than January 15, 2026, the Vision Zero Council and the
377 Chief State's Attorney shall submit their findings and any
378 recommendations, including any proposed legislation, to the joint
379 standing committee of the General Assembly having cognizance of
380 matters relating to transportation, in accordance with the provisions of
381 section 11-4a of the general statutes.

382 Sec. 9. Section 14-111g of the general statutes is repealed and the
383 following is substituted in lieu thereof (*Effective October 1, 2025*):

384 (a) (1) For the purposes of this [subsection] section, "moving
385 violation" means any violation of subsection (c) of section 14-36 or
386 section 14-36g, 14-212d, 14-218a, 14-219, 14-222, 14-223, 14-230 to 14-249,
387 inclusive, 14-279, 14-283, 14-289b, 14-296aa, as amended by this act, 14-
388 299, 14-300, as amended by this act, 14-301, 14-302 or 14-303, and
389 "suspension violation" means a violation of section 14-222a, 14-224, 14-
390 227a, 14-227m or 14-227n, or section 53a-56b, 53a-57 or 53a-60d. [The]

391 (2) Except as provided in subdivision (4) of this subsection, the
392 Commissioner of Motor Vehicles may require any motor vehicle
393 operator who is twenty-four years of age or less, who has been convicted
394 of a moving violation or a suspension violation, or both, committed on
395 two or more occasions to attend a motor vehicle operator's retraining
396 program. [The]

397 (3) Except as provided in subdivision (4) of this subsection, the
398 commissioner may require any motor vehicle operator over twenty-four
399 years of age, who has been convicted of a moving violation or a
400 suspension violation or a combination of said violations, committed on
401 three or more occasions to attend a motor vehicle operator's retraining
402 program.

403 (4) The commissioner shall require (A) any motor vehicle operator
404 convicted of traveling more than seventy-five miles per hour, (B) any
405 person operating a commercial motor vehicle convicted of traveling
406 more than sixty-five miles per hour in a highway work zone, as defined
407 in section 14-212d, [or] and (C) any [person] motor vehicle operator
408 convicted of a violation of section 14-222 or subdivision (1) of subsection
409 (c) of section 14-224, to attend a motor vehicle operator's retraining
410 program.

411 (5) The commissioner shall notify such operator, in writing, of such
412 requirement. A fee of not more than eighty-five dollars shall be charged
413 for the retraining program. The commissioner, after notice and
414 opportunity for hearing, may suspend the motor vehicle operator's
415 license of any such operator who fails to attend or successfully complete
416 the program until the operator successfully completes the program. The
417 hearing shall be limited to any claim of impossibility of the operator to
418 attend the retraining program, or to a determination of mistake or
419 misidentification.

420 (b) (1) The retraining program shall be taught by a designee of the
421 Commissioner of Motor Vehicles or by an instructor approved by the
422 commissioner and shall [(1)] (A) review principles of motor vehicle
423 operation, [(2)] (B) develop alternative attitudes for those attitudes
424 contributing to aggressive driving behavior, and [(3)] (C) emphasize the
425 need to practice safe driving behavior.

426 (2) The retraining program shall be offered by the Department of
427 Motor Vehicles or by any other organization certified by the
428 commissioner to conduct such program in person in a congregate
429 setting, through distance learning or through a combination of both in-

430 person and distance learning, provided such distance learning has
431 interactive components such as mandatory interactions, participation or
432 testing. Any drivers' school, as defined in section 14-68, that meets the
433 licensure requirements of part IV of this chapter shall be eligible to seek
434 certification to offer the motor vehicle operator's retraining program.
435 The commissioner shall determine the number of program providers
436 necessary to serve the needs of the public.

437 (3) Each organization or drivers' school seeking certification or
438 recertification to conduct such retraining program shall submit an
439 application to the department in such form as the commissioner shall
440 require and an application fee of three hundred fifty dollars. Each such
441 applicant shall:

442 (A) Be registered to do business in this state and continuously
443 maintain good standing with the office of the Secretary of the State;

444 (B) ~~[file]~~ File and continuously maintain a surety bond in the amount
445 of fifty thousand dollars. Such bond shall be conditioned upon
446 compliance with the provisions of any state or federal law or regulation
447 concerning the conduct of an operator retraining program and provided
448 as indemnity for any loss or expense sustained by either the state or any
449 person by reason of any acts or omissions of the program provider. Such
450 bond shall be executed in the name of the State of Connecticut for the
451 benefit of any aggrieved party, but the penalty of the bond shall not be
452 invoked except upon order of the Commissioner of Motor Vehicles after
453 a hearing held before the commissioner in accordance with the
454 provisions of chapter 54;

455 (C) ~~[have]~~ Have a permanent place of business in this state where all
456 operator retraining program records shall be maintained and accessible
457 to the commissioner during normal business hours;

458 (D) ~~[submit]~~ Submit for approval by the commissioner a detailed
459 curriculum and lesson plan, including any changes to such curriculum
460 and lesson plan, which shall be used in each operator retraining class;
461 and

462 (E) [electronically] Electronically transmit information concerning
463 enrollment and class completion to the commissioner at such times and
464 in such form as the commissioner shall prescribe.

465 (4) Prior to the certification of an applicant, the commissioner shall
466 investigate the applicant's character, driving history and criminal
467 history. If the applicant is a business entity, such investigation shall
468 include the principals and officers of such entity. The applicant shall
469 submit to the commissioner any information pertaining to current or
470 past criminal or civil actions. The certification of a program provider by
471 the commissioner shall not be transferable and shall be valid for a two-
472 year period. Recertification of a provider shall be at the discretion of the
473 commissioner and in such form and manner determined by the
474 commissioner.

475 (c) Any person who is required to attend an operator retraining
476 program shall have such requirement and the completion date of such
477 requirement posted on such person's driving history record maintained
478 by the commissioner. The date of class completion shall remain on such
479 person's driving history record until such person has attained thirty-six
480 consecutive months without any additional moving violations or
481 suspension violations specified in subsection (a) of this section being
482 posted to such person's driving history record. Until the completion of
483 such thirty-six consecutive months, the Commissioner of Motor
484 Vehicles shall suspend such person's operator's license or operating
485 privilege for: (1) Thirty days upon a first conviction for any specified
486 moving violation or suspension violation; (2) sixty days upon a second
487 conviction of any specified moving violation or suspension violation;
488 and (3) ninety days for a third or subsequent conviction of a specified
489 moving violation or suspension violation.

490 (d) The commissioner shall adopt regulations₂ in accordance with
491 chapter 54₂ to implement the provisions of subsections (a) and (b) of this
492 section.

493 Sec. 10. Subsection (e) of section 22a-202 of the general statutes is
494 repealed and the following is substituted in lieu thereof (*Effective July 1,*

495 2025):

496 (e) (1) As a part of the Connecticut Hydrogen and Electric
 497 Automobile Purchase Rebate program, the Commissioner of Energy
 498 and Environmental Protection shall also establish and administer a
 499 program to provide rebates or vouchers to residents of the state who
 500 purchase an electric bicycle. The commissioner, in consultation with the
 501 advisory board, shall establish and revise, as necessary, maximum
 502 income eligibility for such rebates or vouchers. Any such rebate or
 503 voucher amount shall be in an amount not less than five hundred
 504 dollars. The rebate or voucher program shall be designed to maximize
 505 the air quality benefits associated with the deployment of electric
 506 bicycles and prioritize providing vouchers to (A) residents of
 507 environmental justice communities, (B) residents having household
 508 incomes at or below three hundred per cent of the federal poverty level,
 509 [and] (C) residents who participate in state and federal assistance
 510 programs, including, but not limited to, the state-administered federal
 511 Supplemental Nutrition Assistance Program, state-administered federal
 512 Low Income Home Energy Assistance Program [,] or a federal Head
 513 Start program, [established pursuant to section 10-16] or who receive
 514 assistance provided by Operation Fuel, Incorporated, and (D) residents
 515 with physical disabilities.

516 (2) On and after July 1, 2022, and until June 30, 2027, inclusive, an
 517 electric bicycle that is eligible for a rebate or voucher under the program
 518 shall have a base manufacturer's suggested retail price of not more than
 519 three thousand dollars. The provisions of this subdivision shall not
 520 apply to an adaptive electric bicycle to be used by a resident with a
 521 physical disability.

This act shall take effect as follows and shall amend the following sections:

Section 1	October 1, 2025	14-300
Sec. 2	October 1, 2025	14-230a
Sec. 3	October 1, 2025	14-289g
Sec. 4	October 1, 2025	14-296aa

Sec. 5	<i>October 1, 2025</i>	New section
Sec. 6	<i>October 1, 2025</i>	14-286d
Sec. 7	<i>July 1, 2025</i>	13b-10
Sec. 8	<i>from passage</i>	New section
Sec. 9	<i>October 1, 2025</i>	14-111g
Sec. 10	<i>July 1, 2025</i>	22a-202(e)

Statement of Legislative Commissioners:

In Section 4(a)(8), clause designators were added for clarity and "that is not in full view of the operator in a normal driving position" was inserted after "rear seats of such motor vehicle" for consistency with the changes being made in Section 4(a)(2).

TRA *Joint Favorable Subst.*

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 26 \$	FY 27 \$
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
State Revenues	Various - Potential Revenue Gain	Minimal	Minimal

Note: GF=General Fund; Various=Various

Municipal Impact: None

Explanation

Section 1 increases the fine for not yielding to pedestrians by \$250 (from \$500 to \$750) resulting in a potential revenue gain to the state.¹

Section 2 expands the circumstances in which it is prohibited to drive in the extreme left lane resulting in a potential revenue gain to the state from fines.²

Section 3 increases the age for which helmets on motorcycles are required from 18 to 21 which results in a potential cost to the Judicial Department for probation and a potential revenue gain to the General Fund from fines.³ On average, the marginal cost for supervision in the

¹ In FY 24, 332 charges were recorded for this offense under CGS 14-300 with \$45,420 in associated revenue collected.

² In FY 24, 907 charges were recorded for this offense under CGS 14-230a with \$69,824 in associated revenue collected.

³ In FY 24, 13 offenses under CGS 14-289g were recorded with \$364 in associated revenue collected.

community is less than \$600⁴ each year for adults and \$450 each year for juveniles.

Section 4 expands the definition of distracted driving resulting in a potential revenue gain to the state from fines.⁵

Section 5 creates an infraction for having an open alcoholic beverage container in the passenger area of a vehicle, which results in a potential revenue gain to the state. Infractions are not crimes and are punishable by fines that usually range from \$100 to \$300.

This section is expected to bring Connecticut into compliance with federal transportation law, which would remove a penalty that directs a percentage of the state's federally funded highway construction funding to the state's federally funded highway safety programs.

Section 7 requires the Department of Transportation (DOT) to assign employees to support the adoption of Complete Streets standards or policies, and does not result in a fiscal impact because it comports to current DOT operations.

Section 9 requires drivers convicted of certain offenses to take a Department of Motor Vehicle (DMV) approved operator retraining program upon the first offense rather than the third. This section does not have a fiscal impact because the programs are operated by third party vendors (and that generally charge an \$85 fee) rather than DMV.

Section 10 expands eligibility to cover various adaptive e-bikes under the e-bike voucher program and requires the Department of Energy and Environmental Protection (DEEP) to give priority vouchers to residents with physical disabilities. This is not anticipated to result in additional

⁴ Probation marginal cost is based on services provided by private providers and only includes costs that increase with each additional participant. This does not include a cost for additional supervision by a probation officer unless a new offense is anticipated to result in enough additional offenders to require additional probation officers.

⁵ In FY 24, 16,832 offenses under CGS 14-296aa were recorded with \$1,703,353 in associated revenue collected.

costs to DEEP, as DEEP caps programmatic costs. However, expanded eligibility could result in a redistribution of vouchers to eligible participants.

The other sections of the bill are not anticipated to result in 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 actual number of offenses, or as otherwise described.

OLR Bill Analysis**sSB 1375*****AN ACT CONCERNING HIGHWAY, PEDESTRIAN AND CYCLIST SAFETY.***

TABLE OF CONTENTS:

[SUMMARY](#)[§ 1 — FAILURE TO YIELD TO PEDESTRIANS](#)

Increases, from \$500 to \$750, the penalty for failure to yield to pedestrians and other related violations

[§ 2 — DRIVING IN EXTREME LEFT LANE ON LIMITED ACCESS HIGHWAYS](#)

Extends prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction to all vehicles, with certain exceptions

[§ 3 — MOTORCYCLE HELMETS](#)

Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet

[§ 4 — DISTRACTED DRIVING](#)

Modifies the distracted driving law by explicitly prohibiting watching or playing a video while driving, including on an installed screen or other visual display

[§ 5 — OPEN CONTAINERS IN MOTOR VEHICLES](#)

Generally prohibits drinking from or possessing an open alcoholic beverage container in a motor vehicle's passenger area, with exceptions for for-hire transportation and RVs

[§ 6 — HELMET REQUIREMENTS FOR CHILDREN RIDING BICYCLES AND SIMILAR VEHICLES](#)

Increases, from age 16 to age 18, the age under which children must wear a helmet while riding a bicycle, electric bicycle, nonmotorized scooter, skateboard, or electric foot scooter or while using roller skates or roller blades

§ 7 — COMPLETE STREETS IMPLEMENTATION SUPPORT

Requires DOT to assign employees to support the adoption of Complete Streets standards or policies throughout the state

§ 8 — INTELLIGENT SPEED ASSISTANCE DEVICES STUDY

Requires the Vision Zero Council and the chief state's attorney to jointly study, and make recommendations on, the feasibility of addressing speeding and reckless driving with intelligent speed assistance devices

§ 9 — OPERATOR'S RETRAINING PROGRAM AND RECKLESS DRIVING

Requires drivers to attend an operator's retraining program upon their first conviction of reckless driving

§ 10 — CHEAPR ADAPTIVE E-BIKE INCENTIVES

Exempts adaptive e-bikes from the \$3,000 MSRP cap and adds residents with physical disabilities to the list of residents who must get priority for vouchers

BACKGROUND**SUMMARY**

This bill makes various changes related to open alcoholic beverage containers in motor vehicles, helmet requirements, distracted driving, reckless driving, failure to yield to pedestrians, left lane driving, adaptive e-bikes, and Complete Streets.

EFFECTIVE DATE: October 1, 2025, except the (1) Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) and Complete Streets provisions are effective July 1, 2025, and (2) speed assistance device study is effective upon passage.

§ 1 — FAILURE TO YIELD TO PEDESTRIANS

Increases, from \$500 to \$750, the penalty for failure to yield to pedestrians and other related violations

The bill increases, from \$500 to \$750, the maximum fine for drivers who:

1. fail to yield (or slow down and stop if necessary) to a pedestrian who is crossing the roadway within a crosswalk or is at the curb indicating intent to cross;

2. pass a vehicle that is stopped at a crosswalk to allow a pedestrian to cross; or
3. fail to slow down when approaching and yield to a pedestrian (a) who is blind and carrying a white cane or a red tipped white cane or (b) being guided by a service animal.

§ 2 — DRIVING IN EXTREME LEFT LANE ON LIMITED ACCESS HIGHWAYS

Extends prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction to all vehicles, with certain exceptions

By law, all vehicles must be driven on the right, with certain exceptions such as passing and on highways divided into three or more lanes (CGS § 14-230(a)).

Current law prohibits, with certain exceptions, motor vehicles with commercial registrations, motor buses, vehicles with trailers, and school buses from driving in the extreme left lane on limited access highways with three or more lanes going in the same direction. The bill prohibits driving any other motor vehicle in the extreme left lane on these highways.

The bill's prohibition does not apply to vehicles driving in the extreme left lane (1) to pass; (2) on a police officer's direction; (3) when the entrance or exit is on the right (only for the time period necessary to enter or exit); (4) when the vehicle is an emergency vehicle; (5) when maintaining, repairing, or constructing the highway; or (5) when traffic congestion makes it necessary. It also does not apply to emergency vehicles. Under current law, the prohibition on vehicles with commercial registration and other vehicles does not apply (1) when directed to drive in the extreme left by a police officer or (2) when the entrance or exit is on the left (only for the necessary time period).

Violations of the bill's prohibition are infractions, subject to a fine of \$85.

§ 3 — MOTORCYCLE HELMETS

Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet

The bill increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet meeting federal helmet safety standards. Current law only requires helmets for (1) drivers and passengers under age 18 and (2) motorcycle instruction permit holders of any age (CGS § 14-40a).

Under the bill, as under existing law, violations of the helmet requirement are infractions (see BACKGROUND) and subject to the \$90 fine that applies under current law to drivers and passengers under age 18. By law, unchanged by the bill, a first offense by a motorcycle instruction permit holder is an infraction and subject to a \$50 fine, and a subsequent offense is a class D misdemeanor, subject to a fine of up to \$250, up to 30 days in prison, or both.

By law, a motor-driven cycle is a motorcycle, motor scooter, or bicycle with an attached motor (except an electric bicycle) that has a (1) seat height of at least 26 inches and (2) motor with a piston displacement under 50 cubic centimeters (cc). As under current law, the helmet requirement does not apply to autocycles.

§ 4 — DISTRACTED DRIVING

Modifies the distracted driving law by explicitly prohibiting watching or playing a video while driving, including on an installed screen or other visual display

The bill modifies the distracted driving law by explicitly prohibiting watching or playing a video on a mobile electronic device while driving. It also expands the definition of “mobile electronic device” to include any installed screen, monitor, or other visual display.

As under existing law, mobile electronic device also includes handheld or portable electronic equipment capable of providing data communication between two or more people, including (1) a text messaging device, a paging device, a personal digital assistant, or a laptop computer; (2) equipment that plays video games or digital video disks; and (3) equipment that takes or transmits digital photos. It does

not include audio equipment or equipment installed to provide navigation, emergency assistance to the driver, or video entertainment to rear passengers.

By law, the fine for distracted driving is (1) \$200 for the first violation, (2) \$375 for the second violation, and (3) \$625 for the third or subsequent violation.

§ 5 — OPEN CONTAINERS IN MOTOR VEHICLES

Generally prohibits drinking from or possessing an open alcoholic beverage container in a motor vehicle's passenger area, with exceptions for for-hire transportation and RVs

The bill prohibits consuming or possessing an open alcoholic beverage container in a motor vehicle's "passenger area" while the vehicle is on a public road. An open alcoholic beverage container is a bottle, can, or other receptacle that contains an alcoholic beverage and is either (1) open or has a broken seal or (2) partially empty. Under federal law, states must adopt an open container prohibition or face fiscal penalties (see BACKGROUND).

The bill's prohibition does not apply to passengers in (1) vehicles designed, maintained, and primarily used as for-hire passenger transportation, including taxis, motor buses, and livery vehicles (e.g., limousines) or (2) a recreational vehicle's (RV) living quarters.

Violations of the bill's provisions are infractions (see BACKGROUND). Under existing law, drivers who drink an alcoholic beverage while driving are guilty of a class C misdemeanor (punishable by up to three months in prison, a fine of up to \$500, or both) (CGS § 53a-213).

Passenger Area

The bill's open container prohibition applies to occupants of a vehicle's passenger area, which is (1) the area designed to seat the driver and any passenger while the vehicle is moving and (2) any area that is readily accessible to the driver or a passenger while sitting. It does not include (1) locked containers (such as glove compartments or consoles); (2) the trunk; or (3) in motor vehicles without trunks, the area behind

the last upright seat or any area not normally occupied by a driver or passenger.

§ 6 — HELMET REQUIREMENTS FOR CHILDREN RIDING BICYCLES AND SIMILAR VEHICLES

Increases, from age 16 to age 18, the age under which children must wear a helmet while riding a bicycle, electric bicycle, nonmotorized scooter, skateboard, or electric foot scooter or while using roller skates or roller blades

The bill increases, from age 16 to age 18, the age under which children must wear a helmet while (1) riding a bicycle, electric bicycle, nonmotorized scooter, skateboard, or electric foot scooter or (2) using roller skates or roller blades.

Under existing law, unchanged by the bill, this requirement applies while riding these vehicles on the traveled portion of a road and at any park or skateboarding park. As under existing law, helmets must meet the minimum specifications established by the American National Standards Institute, the United States Consumer Product Safety Commission, the American Society for Testing and Materials or the Snell Memorial Foundation's Standard for Protective Headgear for Use in Bicycling.

By law, failure to wear a helmet is not considered a violation or an offense and cannot be considered contributory negligence by a parent or a child or be admissible in any civil action. Law enforcement officers may issue a verbal warning to a child's parent or guardian that the child is not complying with the requirement.

§ 7 — COMPLETE STREETS IMPLEMENTATION SUPPORT

Requires DOT to assign employees to support the adoption of Complete Streets standards or policies throughout the state

The bill requires the Department of Transportation (DOT) to assign employees to support the adoption of Complete Streets standards or policies throughout the state. The support must include administering grants and giving incentives to municipalities to finalize projects or prioritization plans that incorporate Complete Streets standards or policies.

The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, defines Complete Streets standards or policies as those that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (P.L. 117-58, § 11206). IIJA requires states and metropolitan planning organizations to use a portion of their planning and research funds for Complete Streets activities.

§ 8 — INTELLIGENT SPEED ASSISTANCE DEVICES STUDY

Requires the Vision Zero Council and the chief state's attorney to jointly study, and make recommendations on, the feasibility of addressing speeding and reckless driving with intelligent speed assistance devices

The bill requires the Vision Zero Council (see BACKGROUND) and the chief state's attorney to jointly study, and make recommendations on, the feasibility of addressing speeding and reckless driving with devices that actively monitor and limit a vehicle's speed based on the speed limit where the vehicle is being operated (i.e. intelligent speed assistance devices). In preparing the study, the bill allows them to partner with a higher education institution or national transportation research entity. They must submit their findings and recommendations to the Transportation Committee by January 15, 2026.

Under the bill, the study must, at a minimum:

1. determine if there is enough evidence to show whether the devices change driving behavior and improve road safety;
2. consider the different types of devices and their availability, as well as estimate installation and maintenance costs to the driver and to the state; and
3. examine the devices' accuracy and reliability in unsupervised environments and whether they can produce evidence that they have not been bypassed, circumvented, or tampered with.

If the study recommends using the devices in the state, it must also:

1. identify whether installing the device would be (a) mandatory or discretionary and (b) instead of, or in addition to, a penalty or license suspension;
2. indicate the types and number of violations that would require or permit use of the device;
3. discuss whether any installation requirement should apply differently based on the driver's age or driving history; and
4. outline necessary components of a regulatory framework that would be needed to ensure devices were used accurately and properly.

§ 9 — OPERATOR'S RETRAINING PROGRAM AND RECKLESS DRIVING

Requires drivers to attend an operator's retraining program upon their first conviction of reckless driving

The bill requires drivers to attend an operator's retraining program upon their first conviction of reckless driving. Under current law, reckless driving is considered a "moving violation" for purposes of the operator's retraining program. The motor vehicles commissioner may (and does, in practice) require drivers convicted of three moving or suspension violations (or two, for drivers under age 25) to attend the operator's retraining program.

By law, the program completion date stays on a driver's record until 36 months have passed without the driver committing any more moving or suspension violations. If the driver commits another moving or suspension violation during that period, the commissioner must suspend the person's driver's license or operating privilege for (1) 30 days upon a first conviction, (2) 60 days upon a second conviction, and (3) 90 days upon a third or subsequent violation.

§ 10 — CHEAPR ADAPTIVE E-BIKE INCENTIVES

Exempts adaptive e-bikes from the \$3,000 MSRP cap and adds residents with physical disabilities to the list of residents who must get priority for vouchers

This bill exempts adaptive e-bikes from the \$3,000 manufacturer's

suggested retail price (MSRP) cap for the CHEAPR e-bike voucher program, which applies by law until June 30, 2027. Under current law, an e-bike's MSRP must be under the cap to be eligible for a voucher under the program; under the bill, adaptive e-bikes with MSRPs above that amount are eligible for a voucher if they are to be used by a resident with a disability.

By law, the Department of Energy and Environmental Protection (DEEP) administers the e-bike voucher program as part of CHEAPR. The law generally requires DEEP to set most of the program's parameters administratively, including eligibility and voucher amounts, but it (1) sets a minimum voucher amount at \$500 and (2) requires DEEP to give priority for vouchers to environmental justice community residents, those with incomes of no more than 300% of the poverty level, and those who participate in certain state and federal assistance programs. The bill adds residents with physical disabilities to the list of residents who must get priority for vouchers.

BACKGROUND

Federal Open Container Law Requirement

Federal law requires states to adopt an open container law that meets federal compliance criteria (23 U.S.C. § 154). To comply, the state law must apply to (1) possession and consumption, (2) the entire passenger area, (3) all alcoholic beverages, (4) all occupants, and (5) all motor vehicles. It must also provide for primary enforcement, meaning that law enforcement may issue a citation upon observing someone violating the law. It allows states to provide exceptions for (1) open containers stored in a locked container or, in vehicles without trunks, behind the last seat and (2) passengers in a for-hire transportation vehicle or an RV's living quarters (23 C.F.R. § 1270.4).

States without a compliant law must transfer 2.5% of their annual apportionment under specified highway construction programs (the National Highway Performance Program and the Surface Transportation Block Grant Program) to specified traffic safety programs (the 402 Highway Safety DUI Countermeasures Program or

the Hazard Elimination Program) (23 C.F.R. § 1270.6).

Infractions

Infractions are punishable by fines, usually set by Superior Court judges, of between \$35 and \$90, plus a \$20 or \$35 surcharge and an additional fee based on the fine's amount. There may also be other applicable charges depending on the type of infraction. For example, certain motor vehicle infractions trigger a Special Transportation Fund surcharge of 50% of the fine. An infraction is not a crime and violators can generally pay the fine by mail without making a court appearance.

Vision Zero Council

PA 21-28, § 2, established the Vision Zero Council and charged it with developing a statewide policy and interagency approach to eliminating all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, drivers, and passengers. It must consider ways to improve safety in all transportation modes using data, new partnerships, safe planning, and community-based solutions to achieve the goal of zero transportation-related fatalities.

By law, the council is composed of the DOT, Department of Public Health, and Department of Emergency Services and Public Protection commissioners and any other agency commissioners they invite. The council may establish committees to advise it in carrying out its duties.

Related Bills

sSB 6862, favorably reported by the Transportation Committee, modifies the definition of motor-driven cycle and helmet requirements pertaining to e-bikes.

sHB 7060, favorably reported by the Transportation Committee, makes violating the distracted driving law on a limited access highway a reckless driving violation.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 25 Nay 9 (03/19/2025)