



Senate

General Assembly

File No. 541

January Session, 2025

Substitute Senate Bill No. 1377

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 IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION.

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

1 Section 1. Section 13a-255 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective January 1, 2026*):

3 (a) For the purposes of this section:

4 (1) "NSRS" means the National Spatial Reference System or a
5 successor program;

6 (2) "Metadata" means the information about a data element that
7 provides context for that data element, such as the geodetic reference
8 system utilized, applicable epoch, statement of relative accuracy and
9 date of observation;

10 (3) "National Geodetic Survey" or "NGS" means the agency of the
11 National Oceanic and Atmospheric Administration within the United
12 States Department of Commerce, or its successor; and

13 (4) "Connecticut Plane Coordinate System" or "CPCS" means the
14 system established pursuant to this section that is identical to the state
15 plane coordinate system as defined for the state of Connecticut by the
16 National Geodetic Survey.

17 [(a)] (b) The [systems] most recent of plane coordinates [which] that
18 have been established by the National Geodetic Survey [created by the
19 National Ocean Service, formerly the United States Coast and Geodetic
20 Survey, or its successors, or the Connecticut Geodetic Survey] based on
21 the NSRS, for purposes of defining and stating the geographic positions
22 or locations of points [on] in relation to the surface of the earth within
23 the state of Connecticut shall [hereafter] be known [and designated as
24 the Connecticut Coordinate System of 1927 and the Connecticut
25 Coordinate System of 1983. In any land description in which such
26 system is used, it shall be designated the "Connecticut Coordinate
27 System of 1927" or the "Connecticut Coordinate System of 1983",
28 whichever is applicable. A detailed description of each system shall be
29 published by the Commissioner of Transportation] as the Connecticut
30 Plane Coordinate System. The official geodetic datums to which
31 geodetic coordinates are referenced within the state of Connecticut,
32 including, but not limited to, latitude, longitude, ellipsoid height,
33 orthometric height or dynamic height, shall be as defined within the
34 NSRS.

35 [(b) Said systems shall be designated as the Connecticut coordinate
36 systems, and said commissioner shall be responsible for their extension,
37 revision and maintenance.]

38 (c) The detailed description of the CPCS by the NGS shall be adopted
39 and maintained by the Commissioner of Transportation or the
40 commissioner's designee. Additional systems may be published by the
41 commissioner or the commissioner's designee.

42 [(c) The following definition by the National Ocean Service is
43 adopted:]

44 (d) The plane [coordinate values for a point on] coordinates of a point

45 in relation to the earth's surface, to be used [to express] for expressing
46 the geographic position or location of [such] the point in the appropriate
47 zone, if applicable, of the CPS, shall consist of two distances expressed
48 in [U.S. survey] meters and decimals of a meter, or international feet and
49 decimals of [a] an international foot. One of these distances, to be known
50 as the ["N-coordinate"] "northing or y-coordinate", shall give the
51 [position in a north and south direction] grid distance north of the x-axis
52 of the system origin; the other, to be known as the ["E-coordinate"]
53 "easting or x-coordinate", shall give the [position in an east and west
54 direction. These coordinates shall be made to depend upon and conform
55 to plane rectangular coordinate values for the monumented points of
56 the North American Horizontal Geodetic Control Network as published
57 by the National Geodetic Survey created by the National Ocean Service,
58 formerly the United States Coast and Geodetic Survey, or its successors,
59 and whose plane coordinates have been computed on the systems
60 defined in this section] grid distance east of the y-axis of the system
61 origin. The x-axis of any zone shall be at right angles to the central
62 meridian of that zone. The y-axis of any zone shall be parallel with the
63 central meridian of that zone. The x-axis shall be perpendicular to the y-
64 axis. When applicable, height shall be the coordinate value of the
65 vertical elements of the NSRS expressed as international feet or meters
66 and identified as an ellipsoid height or an orthometric height. The
67 international foot, typically referred to as the foot, shall be used to
68 express all foot distances and coordinates. A definition of one
69 international foot equals three thousand forty-eight ten-thousandths
70 meters shall be used. Other units may be used in previous or additional
71 coordinate systems as published by the Commissioner of
72 Transportation or the commissioner's designee.

73 [(1) "The Connecticut Coordinate System of 1927" is defined as
74 follows: A Lambert conformal conic projection of the Clarke spheroid of
75 1866, having standard parallels at north latitudes 41 degrees 52 minutes
76 and 41 degrees 12 minutes along which parallels the scale shall be exact.
77 The origin of coordinates is at the intersection of the meridian 72 degrees
78 45 minutes west of Greenwich and the parallel 40 degrees 50 minutes
79 north latitude. This origin is given the coordinates: X=600,000 and Y=0

80 feet.

81 (2) "The Connecticut Coordinate System of 1983" is defined as
82 follows: A Lambert conformal conic projection of the North American
83 datum of 1983, having standard parallels at north latitudes 41 degrees
84 52 minutes and 41 degrees 12 minutes along which parallels the scale
85 shall be exact. The origin of coordinates is at the intersection of the
86 meridian 72 degrees 45 minutes west of Greenwich and the parallel 40
87 degrees 50 minutes north latitude. This origin is given the coordinates:
88 N=500,000 feet and E=1,000,000 feet.]

89 [(d)] (e) The use of the term ["Connecticut Coordinate System of 1927"
90 or "the Connecticut Coordinate System of 1983"] "Connecticut Plane
91 Coordinate System" on any map, report of survey or other document
92 shall be limited to coordinates based on the [Connecticut coordinate
93 systems] CPCS, as [defined in] adopted and maintained pursuant to
94 subsection (c) of this section.

95 [(e)] (f) For the purposes of describing the location of any survey
96 station or land boundary corner in the state of Connecticut, it shall be
97 considered a complete, legal and satisfactory description of such
98 location to give the position of [said] such survey station or land
99 boundary corner on the system of plane coordinates, with a height if
100 applicable, as defined in this section. The method and source for
101 establishing coordinates shall be described in the land or deed record.
102 In all instances where a reference has been made to coordinates in land
103 surveys or deeds, a statement of the metadata of observations shall be
104 included in the record.

105 [(f)] (g) Nothing contained in this section shall require descriptions of
106 real estate to be based only on [either of the Connecticut coordinate
107 systems] CPCS.

108 [(g) Said] (h) The commissioner or [his agent or agents] the
109 commissioner's designee may enter upon private property for the
110 purpose of surveying, establishing or maintaining the survey. [He] The
111 commissioner or the commissioner's designee shall use care so that no

112 unnecessary damage shall result to any private property and the state
113 shall be liable to the owner of such property for any damage so caused.

114 [(h) The Connecticut Coordinating System of 1927 shall not be used
115 for new mapping after December 31, 1996; the Connecticut Coordinate
116 System of 1983 shall be the sole system for new mapping after said date.]

117 (i) After the official NGS release or the authorization of any
118 subsequent updates to the Connecticut Plane Coordinate System, and
119 upon the approval of its use or update by the Commissioner of
120 Transportation or the commissioner's designee, new state mapping
121 projects shall be based on said system's current realization unless a
122 different system is determined to be necessary. Mapping coordinates
123 based on the CPCS shall include a statement as to their basis in the
124 metadata. Mapping based on a different system shall contain projection
125 information and a clear statement of purpose regarding the decision to
126 use said system in the metadata. Where feasible, mapping projects based
127 on different systems should also be made available in CPCS unless such
128 provision would create an undue hardship or burden on the project
129 creator. The provisions of this section shall not be construed to prohibit
130 the appropriate use of other datums, geodetic reference frames or plane
131 coordinate systems, nor shall the provisions of this section require the
132 revision of any survey, mapping project, deed, record or other
133 document prepared or recorded that utilized any other coordinate
134 systems previously authorized by the state.

135 Sec. 2. Section 47-34a of the general statutes is repealed and the
136 following is substituted in lieu thereof (*Effective January 1, 2026*):

137 (a) Any person who knowingly injures, destroys, disturbs or removes
138 any marker properly placed on any tract of land or street or highway
139 line by a surveyor, or by any person at the direction of a surveyor, for
140 the purpose of designating any point, course or line in the boundary of
141 such tract of land, street or highway, shall be fined not less than five
142 hundred dollars or more than one thousand dollars.

143 (b) Notwithstanding the provisions of subsection (a) of this section, a

144 surveyor licensed under chapter 391, or a person acting at the direction
145 of any such licensed surveyor, may remove an existing marker in order
146 to place an upgraded marker in the same location.

147 (c) Any person who knowingly injures, destroys, disturbs or removes
148 any monument that has been established by the National Geodetic
149 Survey [or Connecticut Geodetic Survey] for use in the determination of
150 spatial location relative to the Connecticut [coordinate systems] Plane
151 Coordinate System specified in section 13a-255, as amended by this act,
152 or precise elevation datum shall be fined not less than two thousand
153 dollars or more than five thousand dollars.

154 Sec. 3. Subsection (a) of section 14-300 of the general statutes is
155 repealed and the following is substituted in lieu thereof (*Effective July 1,*
156 *2025*):

157 (a) The traffic authority may designate, by appropriate official traffic
158 control devices, as defined in section 14-297, or markers, or by lines
159 upon the surface of the highway, such crosswalks and intersections as,
160 in its opinion, constitute a danger to pedestrians crossing the highway,
161 [including, but not limited to, specially marked crosswalks in the
162 vicinity of schools, which crosswalks shall have distinctive markings,]
163 in accordance with the regulations of the Office of the State Traffic
164 Administration, [to denote use of such crosswalks by school children,]
165 and may maintain suitable signs located at intervals along highways,
166 particularly where there are no sidewalks, directing pedestrians to walk
167 facing vehicular traffic.

168 Sec. 4. Section 14-299 of the general statutes is repealed and the
169 following is substituted in lieu thereof (*Effective July 1, 2025*):

170 (a) For the purpose of standardization and uniformity, no installation
171 of or revision to any traffic control signal light shall be made by any
172 town, city or borough until the same has been approved by the Office of
173 the State Traffic Administration. Such approval shall be based on
174 necessity for, location of and type of such signal light and shall be
175 applied for on a form supplied by the Office of the State Traffic

176 Administration and shall be submitted to said office by the traffic
177 authority having jurisdiction. Approval of any such signal light may be
178 revoked by the Office of the State Traffic Administration at any time if
179 said office deems such revocation to be in the interest of public safety,
180 and thereupon such signal lights shall be removed by the traffic
181 authority having jurisdiction.

182 (b) When traffic at an intersection is alternately directed to proceed
183 and to stop by the use of signals exhibiting colored lights or lighted
184 arrows, successively one at a time or in combination, only the colors
185 green, red and yellow shall be used, except for special pedestrian-
186 control signals carrying word legends or symbols. Such lights or arrows
187 shall apply to drivers of vehicles, pedestrians and operators of bicycles,
188 except when such pedestrians are directed by pedestrian-control signals
189 pursuant to subsection (c) of this section and such operators are directed
190 by bicycle-control signals pursuant to subsection (e) of this section. Such
191 lights or arrows shall indicate the following:

192 (1) Circular green alone: Vehicular traffic facing a green signal may
193 proceed straight through or turn right or left unless a sign or marking at
194 such place prohibits either such turn or straight through movement,
195 except that such traffic shall yield the right-of-way to pedestrians and
196 vehicles within a crosswalk or the intersection at the time such signal
197 was exhibited; pedestrians facing the green signal, except when directed
198 by separate pedestrian-control signals, may proceed across the highway
199 within any marked or unmarked crosswalk.

200 (2) Yellow: Vehicular traffic facing a steady yellow signal is thereby
201 warned that the related green movement is being terminated or that a
202 red indication will be exhibited immediately thereafter, when vehicular
203 traffic shall stop before entering the intersection unless so close to the
204 intersection that a stop cannot be made in safety; pedestrians facing a
205 steady yellow signal, except when directed by separate pedestrian-
206 control signals, are thereby advised that there is insufficient time to
207 cross the roadway before a red indication is shown and no pedestrian
208 shall then start to cross the roadway.

209 (3) Red alone: Vehicular traffic facing a steady red signal alone shall
210 stop before entering the crosswalk on the near side of the intersection
211 or, if none, then before entering the intersection and remain standing
212 until the next indication is shown; provided, on or after July 1, 1979,
213 vehicular traffic traveling in the travel lane nearest the right hand curb
214 or other defined edge of the roadway, unless a sign approved by the
215 Office of the State Traffic Administration has been erected in the
216 appropriate place prohibiting this movement, may cautiously enter the
217 intersection to make a right turn onto a two-way street or onto another
218 one-way street on which all the traffic is moving to such vehicle's right
219 after such vehicle has stopped as required in this subdivision and
220 yielded the right-of-way to pedestrians within an adjacent crosswalk
221 and to other traffic lawfully using the intersection. Pedestrians facing a
222 steady red signal alone, except when directed by separate pedestrian-
223 control signals, shall not enter the roadway.

224 (4) Green arrow: Vehicular traffic facing a green arrow signal, shown
225 alone or in combination with another indication, may cautiously enter
226 the intersection only to make the movement indicated by such arrow, or
227 such other movement as is permitted by other indications shown at the
228 same time, but such vehicular traffic shall yield the right-of-way to
229 pedestrians within a crosswalk and to other traffic lawfully within the
230 intersection.

231 (c) Whenever special pedestrian-control signals exhibiting the words
232 "Walk" or "Don't Walk" or the image of a walking person symbolizing
233 "Walk" or an upraised hand symbolizing "Don't Walk" are in place,
234 pedestrians shall comply with such signals. Such signals shall indicate
235 as follows: (1) "Walk" or walking person symbol: Pedestrians facing
236 such signals may proceed across the roadway in the direction of the
237 signal and shall be given the right-of-way by the drivers of all vehicles;
238 and (2) "Don't Walk" or upraised hand symbol: No pedestrian shall start
239 to cross the roadway in the direction of such signal, but any pedestrian
240 who has partially completed crossing on the walk signal shall proceed
241 to a sidewalk or safety island while the flashing "Don't Walk" or flashing
242 upraised hand symbol signal is showing.

243 (d) When an illuminated flashing red or yellow signal is used in a
244 traffic sign or signal, it shall require obedience by vehicular traffic as
245 follows:

246 (1) Flashing red: When a red lens is illuminated by rapid intermittent
247 flashes, vehicular traffic shall stop before entering the nearest crosswalk
248 at an intersection, or at a limit line when marked or, if none, then before
249 entering the intersection, and the right to proceed shall be subject to the
250 rules applicable after making a stop at a stop sign.

251 (2) Flashing yellow: When a yellow lens is illuminated with rapid
252 intermittent flashes, vehicular traffic facing such signal may proceed
253 through the intersection or past such signal only with caution.

254 (e) Whenever bicycle-control signals with three lens signal heads
255 exhibiting green, yellow or red bicycle stenciled lenses are in place, the
256 operators of bicycles shall comply with such signals. Such signals shall
257 indicate as follows:

258 (1) Green bicycle: Bicycle traffic facing a green bicycle signal may
259 proceed in the same manner as if facing a green signal alone as described
260 in subdivision (1) of subsection (b) of this section.

261 (2) Yellow bicycle: Bicycle traffic facing a yellow bicycle signal is
262 thereby warned in the same manner as if facing a steady yellow signal
263 as described in subdivision (2) of subsection (b) of this section.

264 (3) Red bicycle: Bicycle traffic facing a red bicycle signal shall stop in
265 the same manner as if facing a steady red signal alone as described in
266 subdivision (3) of subsection (b) of this section, provided bicycle traffic
267 may cautiously enter the intersection as described in said subdivision.

268 (4) Flashing red bicycle: When a red bicycle signal is illuminated by
269 rapid intermittent flashes, bicycle traffic shall stop in the same manner
270 as if facing a red lens illuminated by rapid intermittent flashes as
271 described in subdivision (1) of subsection (d) of this section.

272 (5) Flashing yellow bicycle: When a yellow bicycle signal is

273 illuminated by rapid intermittent flashes, bicycle traffic may proceed as
274 described in subdivision (2) of subsection (d) of this section.

275 (f) Lenses of the following colors only shall be used and shall be
276 arranged vertically in the signal face or, when necessary, horizontally,
277 and shall conform to the following positions: When arranged vertically,
278 red shall be located at the top, yellow shall be located directly below red
279 and the remaining indications below the yellow in the following order:
280 Flashing yellow, circular green, vertical arrow, left-turn arrow and
281 right-turn arrow, as needed; when arranged horizontally, red shall be
282 located at the left, yellow shall be located directly to the right of red and
283 the remaining indications to the right of yellow in the following order:
284 Flashing yellow, left-turn arrow, circular green, vertical arrow and
285 right-turn arrow, as needed.

286 (g) When lane-direction-control signals are placed over the
287 individual lanes of a street or highway, vehicular traffic may travel in
288 any lane over which a green arrow signal is shown, but shall not enter
289 or travel in any lane over which a red X signal is shown.

290 (h) If a traffic control signal, approved by the Office of the State Traffic
291 Administration, is erected and maintained at a place other than an
292 intersection, the provisions of this section shall be applicable except as
293 to those provisions which by their nature can have no application. Any
294 stop required shall be made at a sign or marking on the pavement
295 indicating where the stop shall be made, but in the absence of any sign
296 or marking, the stop shall be made at the signal.

297 (i) As used in this subsection, "light rail transit signal" has the same
298 meaning as described in the Federal Highway Administration's Manual
299 on Uniform Traffic Control Device for Streets and Highways, as
300 amended from time to time, and includes bus rapid transit signals.
301 Whenever a light rail transit signal with multiple lenses exhibiting
302 horizontal, vertical and diagonal lines is in place, the operators of light
303 rail transit and bus rapid transit shall comply with such signals. Such
304 signals shall indicate as follows:

305 (1) White vertical line or diagonal line: Light rail transit and bus rapid
306 transit facing a white vertical or diagonal signal may proceed straight,
307 left or right.

308 (2) White horizontal line: Light rail transit and bus rapid transit facing
309 a white horizontal signal shall stop.

310 (3) Flashing white vertical line or diagonal line: Light rail transit and
311 bus rapid transit facing a flashing white vertical or diagonal signal shall
312 prepare to stop.

313 Sec. 5. Section 14-251 of the general statutes is repealed and the
314 following is substituted in lieu thereof (*Effective July 1, 2025*):

315 (a) No vehicle shall be permitted to remain stationary within ten feet
316 of any fire hydrant, or upon the traveled portion of any highway except
317 upon the right-hand side of such highway in the direction in which such
318 vehicle is headed; and, if such highway is curbed, such vehicle shall be
319 so placed that its right-hand wheels, when stationary, shall, when safety
320 will permit, be within a distance of twelve inches from the curb, except
321 if a bikeway, as defined in section 13a-153f, or such bikeway's buffer
322 area, as described in the federal Manual on Uniform Traffic Control
323 Devices, is in place between the parking lane and the curb, such vehicle
324 shall be so placed that its right-hand wheels, when stationary, shall,
325 when safety will permit, be within a distance of twelve inches from the
326 edge of such bikeway or buffer area.

327 (b) (1) No vehicle shall be permitted to remain parked within [twenty-
328 five] thirty feet of an intersection or an approach to a marked crosswalk,
329 [except (1) within ten feet of such intersection or marked crosswalk if]
330 unless (A) such intersection or marked crosswalk has a curb extension
331 treatment with a width equal to or greater than the width of the parking
332 lane, [or (2) if there is an available parking space that was established on
333 or before October 1, 2022] in which case a vehicle may be permitted to
334 remain parked within twenty feet of such intersection or marked
335 crosswalk, or (B) there is an available marked parking space.

336 (2) On and after October 1, 2025, when installing or reinstalling
337 markings of an intersection or an approach to a marked crosswalk and
338 allowing for the parking of motor vehicles near such intersection or
339 marked crosswalk, the Office of the State Traffic Administration and
340 any local traffic authority, as defined in section 14-297, shall install any
341 marked parking space (A) at least thirty feet from such intersection or
342 marked crosswalk, or (B) at least twenty feet from such intersection or
343 marked crosswalk if such intersection or marked crosswalk has a curb
344 extension treatment with a width equal to or greater than the width of
345 the parking lane.

346 (3) No vehicle shall be permitted to remain parked within [twenty-
347 five] thirty feet of a stop sign or yield sign caused to be erected by the
348 traffic authority in accordance with the provisions of section 14-301. [,
349 except where permitted by the traffic authority of the city of New Haven
350 at the intersection of one-way streets located in and comprised entirely
351 of highways under the jurisdiction of the city of New Haven.]

352 (c) No vehicle shall be permitted to remain stationary upon the
353 traveled portion of any highway at any curve or turn or at the top of any
354 grade where a clear view of such vehicle may not be had from a distance
355 of at least one hundred fifty feet in either direction. The Commissioner
356 of Transportation may post signs upon any highway at any place where
357 the keeping of a vehicle stationary is dangerous to traffic, and the
358 keeping of any vehicle stationary contrary to the directions of such signs
359 shall be a violation of this section. No vehicle shall be permitted to
360 remain stationary upon the traveled portion of any highway within fifty
361 feet of the point where another vehicle, which had previously stopped,
362 continues to remain stationary on the opposite side of the traveled
363 portion of the same highway. No vehicle shall be permitted to remain
364 stationary within the limits of a public highway in such a manner as to
365 constitute a traffic hazard or obstruct the free movement of traffic
366 thereon, provided a vehicle which has become disabled to such an
367 extent that it is impossible or impracticable to remove it may be
368 permitted to so remain for a reasonable time for the purpose of making
369 repairs thereto or of obtaining sufficient assistance to remove it.

370 (d) Nothing in this section shall be construed to apply to emergency
371 vehicles and to maintenance vehicles displaying flashing lights or to
372 prohibit a vehicle from stopping, or being held stationary by any officer,
373 in an emergency to avoid accident or to give a right-of-way to any
374 vehicle or pedestrian as provided in this chapter, or from stopping on
375 any highway within the limits of an incorporated city, town or borough
376 where the parking of vehicles is regulated by local ordinances.

377 (e) Violation of any provision of this section shall be an infraction.

378 Sec. 6. Subsection (a) of section 13a-124a of the general statutes is
379 repealed and the following is substituted in lieu thereof (*Effective July 1,*
380 *2025*):

381 (a) As used in this section, "specific service sign" means a rectangular
382 sign with the word GAS, FOOD, LODGING, CAMPING, [or]
383 ATTRACTION or EV CHARGING or any other word permitted in the
384 Federal Highway Administration's Manual on Uniform Traffic Control
385 Devices for Streets and Highways, as amended from time to time, and
386 exit directional information pertaining to the designated motorist
387 service placed on the sign and upon which is mounted separately
388 attached business sign panels showing the brand, symbol, trademark or
389 name, or any combination of these, for the designated service available
390 on a crossroad at or near an interchange or intersection.

391 Sec. 7. Subsection (a) of section 13a-98i of the general statutes is
392 repealed and the following is substituted in lieu thereof (*Effective July 1,*
393 *2025*):

394 (a) The commissioner may enter into agreements for the acceptance
395 and expenditure of funds concerning federal surface transportation
396 urban program roadways or facilities and eligible federal surface
397 transportation rural collector roadways or facilities with the United
398 States Secretary of Transportation or local officials, or both, to develop
399 plans and establish programs for, and construct improvements on or to
400 such roadways or facilities using appropriations made to the
401 Department of Transportation by the General Assembly and

402 apportionments to the Department of Transportation or a municipality
403 by said Secretary of Transportation under the provisions of [the Safe,
404 Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for
405 Users (SAFETEA-LU), all amendments thereto] any act of Congress
406 providing for federal surface transportation funding and all applicable
407 federal regulations. Any municipality becoming a party to an agreement
408 concerning such improvements on locally maintained roadways or
409 facilities shall pay fifty per cent of that portion of the cost thereof, which
410 is not paid by the federal government, including required studies,
411 establishing programs, development of plans, engineering expenses,
412 acquisition of rights-of-way, required municipally-owned utility work
413 and construction activities, provided the municipality may pay up to
414 the entire nonfederal government share on locally maintained roadways
415 or facilities when the commissioner and municipality agree that this
416 action is warranted, necessary and desirable in order to obtain federal
417 funds. The state may pay fifty per cent of that portion of the cost thereof
418 which is not paid by the federal government on locally maintained
419 roadways or facilities and shall pay the entire portion not paid by the
420 federal government on state maintained roadways or facilities.

421 Sec. 8. Section 13a-98e of the general statutes is repealed and the
422 following is substituted in lieu thereof (*Effective July 1, 2025*):

423 The commissioner may acquire by purchase, gift or condemnation in
424 the name of the state such real property for any federal surface
425 transportation urban program roadway or facility, or rights of access to
426 and egress from land abutting any federal surface transportation urban
427 program roadway or facility, as is necessary to construct and maintain
428 the improvements to any such roadway or facility in the same manner
429 and with like powers as authorized and exercised by said commissioner
430 in acquiring real property or rights of access to and egress from land
431 abutting state highways for highway purposes.

432 Sec. 9. Section 13a-98m of the general statutes is repealed and the
433 following is substituted in lieu thereof (*Effective July 1, 2025*):

434 As used in sections 13a-98e, 13a-98f and 13a-98i to 13a-98k, inclusive,

435 as amended by this act, "federal surface transportation urban program
436 roadway or facility" means any state or locally maintained roadway or
437 facility that is deemed eligible for surface transportation urban program
438 funding in accordance with the [Transportation Equity Act for the 21st
439 Century, all amendments to said act] provisions of any act of Congress
440 providing for federal surface transportation funding and all applicable
441 federal regulations.

442 Sec. 10. Section 13a-60 of the general statutes is repealed and the
443 following is substituted in lieu thereof (*Effective July 1, 2025*):

444 The commissioner or [his] the commissioner's agent may enter upon
445 private property for the purpose of conducting surveys, inspections or
446 geological investigations for the location, relocation, construction or
447 reconstruction of any proposed or existing highway or railroad facilities.
448 After giving reasonable notice to the property owner or owners affected,
449 [he or his] the commissioner or the commissioner's agent may also enter
450 private property for the purpose of performing borings, soundings or
451 other tests required to accomplish any of the foregoing objectives with
452 respect to such highways [. He] or railroad facilities. The commissioner
453 or the commissioner's agent shall use care so that no unnecessary
454 damage shall result, and the state shall pay damages to the owner of any
455 property from appropriations made to the Department of
456 Transportation for any damage or injury [he] the commissioner or the
457 commissioner's agent causes such owner by such entrance and use. If
458 entry to any property for the purpose of performing borings, soundings
459 or other tests is refused to the commissioner or [his] the commissioner's
460 agent after [he] the commissioner or the commissioner's agent has given
461 reasonable notice to the owner or owners thereof, the commissioner
462 shall assess damages in the manner provided by statute for the taking
463 of land for highway purposes, and, at any time after such assessment
464 has been made by said commissioner, may enter [said] such property
465 for the purpose of performing borings, soundings or other tests. If the
466 owner accepts such assessment of damages, [he] the owner shall notify
467 the commissioner in writing, and said commissioner shall pay such sum
468 to [said] such owner within thirty days or, after the expiration of [said]

469 such thirty days, shall pay such sum with interest at six per cent. If the
470 owner is aggrieved by such assessment, [he] the owner shall notify the
471 commissioner in writing and may appeal to any court within its
472 jurisdiction for a reassessment of such damages within six months from
473 the date said commissioner forwarded such assessment to such owner.
474 This section shall not limit or modify rights of entry upon property
475 otherwise provided for by law.

476 Sec. 11. Section 13b-244 of the general statutes is repealed and the
477 following is substituted in lieu thereof (*Effective July 1, 2025*):

478 Each railroad company may hold such real estate as may be
479 convenient for accomplishing the objects of its organization. [:] Each
480 railroad company and the Commissioner of Transportation may by [its]
481 the agents of such company or of the commissioner enter such places as
482 may be designated by its directors or the commissioner for the purpose
483 of making surveys and determining the line whereon to construct [its] a
484 railroad and may construct, equip and maintain a railroad, with one or
485 more tracks, over the route specified in its charter, in the case of the
486 railroad company, and transport persons or property thereon by any
487 power.

488 Sec. 12. Subsection (b) of section 13b-36 of the general statutes is
489 repealed and the following is substituted in lieu thereof (*Effective July 1,*
490 *2025*):

491 (b) The commissioner may sell, lease, convey or enter into any other
492 arrangement for the use of such property for the operation of
493 transportation services, or for such other purposes as the commissioner
494 determines to be consistent with the best interests of the state. With
495 respect to such state-owned property that supports rail operations,
496 including any rail right-of-way, the commissioner may issue an entry
497 permit on a form required by the commissioner to any person seeking
498 nonexclusive, temporary access to such property. Such permit shall
499 specify the insurance coverage that the permittee shall be required to
500 obtain, as determined by the commissioner in consultation with the
501 state's Director of Insurance and Risk Management, with the state

502 named as an additional insured. No liability shall accrue to the state or
503 any agency or employee of the state for any injuries or damages to any
504 person or property that may result, either directly or indirectly, from the
505 activities of the permittee on such property.

506 Sec. 13. Section 7-273l of the general statutes is repealed and the
507 following is substituted in lieu thereof (*Effective July 1, 2025*):

508 (a) As used in this section, "urbanized area" has the same meaning as
509 provided in 49 USC 5302(24), as amended from time to time, and "rural
510 area" has the same meaning as provided in 49 USC 5302(17), as amended
511 from time to time.

512 (b) Each transit district established under this chapter or any special
513 act may (1) impose service charges and user fees on persons using transit
514 systems operated by such district, and (2) apply for funding from the
515 Department of Transportation in accordance with the provisions of this
516 section to finance the construction, acquisition, purchase, lease or
517 operation of a mass transit system and related programs authorized
518 under section 7-273b. Commencing with the fiscal year ending June 30,
519 1984, [until June 30, 2024, inclusive] and each fiscal year thereafter, the
520 commissioner shall distribute such funds to each transit district located
521 in an urbanized area or a rural area in the same manner as the formula
522 specified under 49 USC 5307, as amended from time to time, or 49 USC
523 5311, as amended from time to time. [Commencing with the fiscal year
524 ending June 30, 2025, and each fiscal year thereafter, the commissioner
525 shall distribute such funds to each transit district located in a rural area
526 in the same manner as the formula specified under 49 USC 5311, as
527 amended from time to time.] Any municipality providing transit service
528 that is not part of a transit district may either establish a transit district
529 under the provisions of this chapter to assume operating control of such
530 service or negotiate an agreement with the Department of
531 Transportation to administer the operation of such service. In the latter
532 case, the department shall provide financial assistance to such
533 municipality according to the formula specified in this section. As a
534 condition of receiving any funds under this subsection, a transit district

535 or municipality shall meet eligibility criteria established by the
536 commissioner, including, but not limited to, deriving a portion of
537 operating costs from service charges, user fees, federal or local subsidies
538 and sources other than from state subsidies.

539 [(c) Commencing with the fiscal year ending June 30, 2025, and each
540 fiscal year thereafter, the Commissioner of Transportation shall
541 distribute to each transit district located in an urbanized area an amount
542 equivalent to the total amount of funds distributed to the transit district
543 pursuant to subsection (b) of this section by the commissioner during
544 the fiscal year ending June 30, 2024.

545 (d) In addition to the funding distributed pursuant to the provisions
546 of subsection (c) of this section, commencing with the fiscal year ending
547 June 30, 2025, and each fiscal year thereafter, the Commissioner of
548 Transportation shall establish a grant program to assist transit districts
549 located in urbanized areas to maintain and expand transit services,
550 provide regional transit services and upgrade the equipment, facilities
551 and infrastructure incident to the provision of transit services. The
552 commissioner shall establish eligibility criteria, an application process,
553 evaluation criteria and reporting requirements for the grant program.
554 The commissioner shall prioritize grant awards to transit districts where
555 the municipality that formed the transit district has a population of one
556 hundred thousand or more, as determined by the most recent
557 population estimate by the Department of Public Health, and transit
558 districts where the member municipalities included in the transit district
559 have a combined population of one hundred thousand or more.]

560 [(e)] (c) The Commissioner of Transportation shall adopt regulations,
561 in accordance with the provisions of chapter 54, to implement the
562 purposes of this section.

563 Sec. 14. Section 13b-79t of the general statutes is repealed and the
564 following is substituted in lieu thereof (*Effective July 1, 2025*):

565 The Department of Transportation may solicit bids or qualifications
566 for equipment, materials or services for a project funded pursuant to

567 subsection (a) of section 3-20a, subsection (c) of section 4-66c,
 568 subdivision (4) of subsection (a) of section 13b-57d, section 13b-61a,
 569 subdivision (3) of section 13b-78k, section 13b-78n, subsection (a) of
 570 section 13b-78p, sections 13b-79o to [13b-79y] 13b-79x, inclusive, or
 571 sections 19, 24, 25 or 33 to 35, inclusive, of public act 06-136 at any time
 572 in the fiscal year, notwithstanding the fact that all required funds may
 573 not be available for the expenditure until later in the same or succeeding
 574 fiscal year.

575 Sec. 15. Sections 13a-260, 13b-79y and 14-300a of the general statutes
 576 are repealed. (*Effective July 1, 2025*)

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>January 1, 2026</i>	13a-255
Sec. 2	<i>January 1, 2026</i>	47-34a
Sec. 3	<i>July 1, 2025</i>	14-300(a)
Sec. 4	<i>July 1, 2025</i>	14-299
Sec. 5	<i>July 1, 2025</i>	14-251
Sec. 6	<i>July 1, 2025</i>	13a-124a(a)
Sec. 7	<i>July 1, 2025</i>	13a-98i(a)
Sec. 8	<i>July 1, 2025</i>	13a-98e
Sec. 9	<i>July 1, 2025</i>	13a-98m
Sec. 10	<i>July 1, 2025</i>	13a-60
Sec. 11	<i>July 1, 2025</i>	13b-244
Sec. 12	<i>July 1, 2025</i>	13b-36(b)
Sec. 13	<i>July 1, 2025</i>	7-273l
Sec. 14	<i>July 1, 2025</i>	13b-79t
Sec. 15	<i>July 1, 2025</i>	Repealer section

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: None

Municipal Impact: None

Explanation

The bill makes various changes to the transportation statutes that are either technical in nature, conform to agency practice, or otherwise do not result in a fiscal impact to the state or municipalities.

The Out Years

State Impact: None

Municipal Impact: None

OLR Bill Analysis**sSB 1377****AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
DEPARTMENT OF TRANSPORTATION.**

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§ 13 — TRANSIT DISTRICT FUNDING

Requires DOT to fund urban transit districts based on a formula set in federal law, as current law required through FY 24; eliminates a related requirement that DOT establish a grant program to provide additional funding to these transit districts

§§ 14 & 15 — REGIONAL COMMUTER AND FREIGHT MOBILITY DISCUSSIONS REPEAL

Repeals a statute generally requiring the governor to have ongoing formal discussions with surrounding states about regional commuter and freight mobility and report on these discussions

§ 15 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL

Repeals a statute generally requiring the Office of Policy and Management (OPM) to create an autonomous vehicle testing pilot program

SUMMARY

This bill makes various changes in transportation-related statutes. It also makes minor, technical, and conforming changes. A section-by-section analysis follows.

EFFECTIVE DATE: July 1, 2025, except the provisions related to the Connecticut Plane Coordinate System are effective January 1, 2026.

§§ 1 & 2 — CONNECTICUT PLANE COORDINATE SYSTEM

Replaces the Connecticut coordinate systems by establishing a new Connecticut Plane Coordinate System based on National Geodetic Survey updates to the National Spatial Reference System

Under current law, the Department of Transportation (DOT) commissioner is responsible for the extension, revision, and maintenance of the Connecticut coordinate systems. (Coordinate systems generally allow geographic datasets to use common locations so that they can be viewed and used together.) The bill instead requires the commissioner, or his designee, to adopt and maintain a detailed description of the federal National Oceanic and Atmospheric Administration National Geodetic Survey's (NGS) Connecticut Plane Coordinate System (CPCS), and allows them to publish additional systems. Under the bill, the CPCS is identical to NGS's state plane coordinate system for Connecticut.

Current law generally adopts the coordinate systems established by NGS. The bill replaces the current Connecticut coordinate systems by establishing a new Connecticut Plane Coordinate System (CPCS) based on NGS updates to the National Spatial Reference System (NSRS). NSRS is a consistent coordinate system that defines latitude, longitude, height,

scale, gravity, and orientation throughout the United States. (NGS defines and maintains NSRS.)

Under existing law, describing the location of any survey station or land boundary corner in the state using the system of plane coordinates is considered a complete, legal, and satisfactory description. The bill requires the method and source for establishing coordinates to be described in the land or deed record. Under the bill, whenever land surveys or deeds reference coordinates, a statement of the metadata of observations must be included in the record. "Metadata" is information about the data element that provides its context, such as the geodetic reference system used, applicable epoch, statement of relative accuracy, and observation date.

The bill also removes provisions related to the Connecticut coordinate systems that it replaces and makes various minor, technical, and conforming changes to implement the new system, including defining axes, coordinates, and units of measurement. It also includes a conforming change specifying that current law's prohibition on knowingly injuring, destroying, disturbing, or removing any monument established by NGS or Connecticut Geodetic Survey for use in determining spatial locations under the Connecticut coordinate systems or precise elevation data, instead applies to the CPCS (rather than the Connecticut Geodetic Survey and Connecticut coordinate systems). As under existing law, violators may be fined between \$2,000 and \$5,000.

State Mapping Projects

Under the bill, after (1) the official NGS release or authorization of any subsequent updates to the CPCS and (2) related approval by the DOT commissioner or his designee, new state mapping projects must be based on the current system (unless a different system is determined to be needed). Mapping coordinates based on the CPCS must state their basis in the metadata (see above).

The bill requires any mapping based on a different system to contain

projection information and a clear statement of purpose in the metadata about the decision to use the system. When feasible, mapping projects based on different systems should be made available in CPCS unless doing so creates an undue hardship or burden on the project creator.

The bill specifies that its provisions do not (1) prohibit appropriate use of other datums, geodetic reference frames, or plane coordinate systems or (2) require revisions to any prepared or recorded survey, mapping project, deed, record, or other document that utilized other, previously state-authorized coordinate systems.

§§ 3 & 15 — SPECIAL CROSSWALK MARKINGS

Eliminates provisions of current law related to special markings for certain crosswalks

The bill eliminates a provision of current law specifically allowing local traffic authorities to install specially marked crosswalks near schools. The bill also repeals a statute (CGS § 14-300a) requiring the Office of the State Traffic Administration (OSTA) and local traffic authorities, on roads under their respective jurisdictions, to provide special pedestrian street or sidewalk markings at intersections and streets in proximity to projects designated for, or with a high share of, elderly people.

Existing law allows local traffic authorities to designate crosswalks in a manner that complies with OSTA regulations, which generally require all markings on public roads to comply with the federal Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD) (Conn. Agencies Regs., § 14-298-600). (In practice, high visibility crosswalks are generally used on public roads.)

§ 4 — LIGHT RAIL TRANSIT SIGNALS

Requires light rail and bus rapid transit operators to comply with light rail transit signals when they are in place

The bill specifies that (1) a “light rail transit signal” has the same meaning as is described in the federal MUTCD and (2) includes bus rapid transit signals. The bill requires these signals to have multiple lenses showing horizontal, vertical, and diagonal lines. Under the bill, light rail and bus rapid transit operators must comply with signals in

the following manner when they are in place:

1. a white vertical or diagonal line means they may proceed straight, left, or right;
2. a white horizontal line means they must stop; and
3. a flashing white vertical or diagonal line means they must prepare to stop.

§ 5 — PARKING DISTANCE FROM CROSSWALKS AND CERTAIN SIGNS

Increases, generally from 25 to 30 feet, the distance from an intersection or approach to a marked crosswalk (or stop sign) within which vehicles are prohibited from parking

The bill increases (1) from 25 to 30 feet, the distance from an intersection or approach to a marked crosswalk within which vehicles are prohibited from parking and (2) from 10 to 20 feet, this parking prohibition distance when there is a curb extension (if it has a width at least equal to that of the parking lane). It also specifies that these parking prohibitions do not apply to available marked parking spaces.

The bill requires OSTA and local traffic authorities, when installing or reinstalling markings for an intersection or approach to a marked crosswalk and allowing for nearby parking, to do so in a manner that complies with the bill's requirements discussed above. These provisions take effect July 1, 2025, though the requirement on installing or reinstalling markings applies starting on October 1, 2025.

The bill similarly increases, from 25 to 30 feet, the distance from a local traffic authority-erected stop sign within which vehicles are prohibited from parking, and also applies this requirement to yield signs these authorities put up. It eliminates current law's exception to this stop sign parking distance requirement for intersections of one-way streets located in New Haven, if the local traffic authority has jurisdiction and allows it.

As under existing law, (1) certain vehicles are exempt from these parking distance requirements (such as emergency vehicles and

maintenance vehicles with flashing lights) and (2) violations are infractions.

§ 6 — SERVICE SIGNS ON LIMITED ACCESS HIGHWAYS

Allows “EV CHARGING” to be included on limited access highway specific service signs

The bill allows “EV CHARGING,” or any other word permitted under the federal MUTCD, to be included on “specific service signs.” Under current law, these are rectangular signs generally visible from limited access highways with (1) the words “GAS,” “FOOD,” “LODGING,” “CAMPING,” or “ATTRACTION” and (2) exit directional information for the designated service (including separately attached business sign panels related to the service). Under the MUTCD, to be eligible for an electric vehicle (EV) charging business identification sign panel, a business’s chargers must meet certain requirements (such as continuous operation at least 16 hours per day, seven days per week).

Existing law allows the DOT commissioner to enter into an agreement with a qualifying person or company for the erection, maintenance, and removal of a specific service sign within the rights-of-way of state-maintained limited access highways, other than parkways. (DOT regulations set related parameters, such as application and sign installation requirements).

§§ 7-9 — FEDERAL SURFACE TRANSPORTATION FUNDING

Allows DOT to take certain actions related to federal surface transportation funding a municipality receives directly

By law, the DOT commissioner may enter into agreements with the U.S. Secretary of Transportation, local officials, or both, for accepting and spending federal and state funding the department receives related to certain roadways and facilities eligible for federal surface transportation funding. This includes using the funding to develop plans and establish programs for, and construct improvements on or to, these roadways and facilities. The bill (1) also allows DOT to do so for federal surface transportation funding a municipality receives directly and (2) specifies this federal funding includes any the U.S. Secretary of Transportation allocates to DOT or municipalities under any

congressional act providing federal surface transportation funding.

Current law gives DOT the authority to construct and maintain the improvements of land abutting a federal surface transportation urban program roadway or facility by condemning property or rights of access and exit. The bill specifies this authority extends to condemning property for any “federal surface transportation urban program roadway or facility.” Under the bill, this term includes any state or locally maintained roadway or facility that is eligible for surface transportation urban program funding according to any congressional act providing this funding.

§§ 10-12 — RAILROAD FACILITY SURVEYS AND RAIL ENTRY PERMITS

Allows the DOT commissioner or his agents to enter private property to conduct certain railroad facilities-related surveys or testing; additionally allows the commissioner to issue entry permits to anyone seeking nonexclusive, temporary access to state-owned property that supports rail operations

Existing law allows the DOT commissioner, or his agent, to enter private property to conduct surveys, inspections, or geological investigations related to locating, relocating, constructing, or reconstructing any proposed or existing highway (i.e. public road). The bill additionally allows the commissioner or his agent to do so for proposed or existing railroad facilities.

The bill similarly extends this right of entry, after reasonable notice is provided to the affected property owner, to tests (such as borings and soundings) needed to accomplish the above objectives with respect to railroad facilities, as existing law permits for highways. As under existing law for highway-related entries, DOT is liable for any resulting damages.

Existing law empowers a railroad company’s agents to enter places, as designated by the company’s directors, to conduct surveys and determine the location of railroad construction. The bill extends this authority to the DOT commissioner and his agents.

The bill also allows the DOT commissioner to issue an entry permit,

on a form he requires, to anyone seeking nonexclusive, temporary access to state-owned property that supports rail operations (including any rail right-of-way). The permit must specify the permittee's required insurance coverage, as determined by the commissioner in consultation with the state's director of insurance and risk management, and name the state as an additional insured. Under the bill, the state is not liable for injuries or damages to any person or property that result, directly or indirectly, from a permittee's activities on the property.

§ 13 — TRANSIT DISTRICT FUNDING

Requires DOT to fund urban transit districts based on a formula set in federal law, as current law required through FY 24; eliminates a related requirement that DOT establish a grant program to provide additional funding to these transit districts

The bill requires DOT to return to funding urban transit districts based on a formula for urbanized areas set in federal law, as it had been required to do prior to this fiscal year. The bill eliminates provisions that (1) freeze urban transit districts' funding to their FY 24 level and (2) require DOT to establish a grant program to provide additional funding to these transit districts (see below). Under existing law, unchanged by the bill, transit districts located in rural areas are funded based on a federal formula for rural areas.

As discussed above, the bill eliminates current law's provisions related to a DOT grant program to provide urban transit districts with additional funding for certain purposes (such as maintaining and expanding transit services, providing regional services, and upgrading transit-related infrastructure). Current law requires prioritizing grants to transit districts formed by a municipality with a population of at least 100,000 (or with member municipalities with a combined population meeting this threshold). By law, an "urbanized area" must be defined and designated as such under the most recent decennial census and have a population of at least 50,000.

§§ 14 & 15 —REGIONAL COMMUTER AND FREIGHT MOBILITY DISCUSSIONS REPEAL

Repeals a statute generally requiring the governor to have ongoing formal discussions with surrounding states about regional commuter and freight mobility and report on these discussions

The bill repeals a statute (CGS § 13b-79y) generally requiring the governor to (1) have ongoing formal discussions with surrounding states about regional commuter and freight mobility and (2) biennially report to the legislature on these discussions and any actions taken or recommended as their result.

§ 15 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL

Repeals a statute generally requiring the Office of Policy and Management (OPM) to create an autonomous vehicle testing pilot program

The bill repeals a statute (CGS § 13a-260) that generally requires OPM, in consultation with certain agencies, to create an autonomous vehicle testing pilot program in certain municipalities selected for participation.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 33 Nay 1 (03/19/2025)