



General Assembly

***Substitute Bill No. 1377***

*January Session, 2025*



***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 Section 13a-255 of the general statutes is repealed and the  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.*