OLR Bill Analysis

sSB 1377 (File 541, as amended by Senate "A")*

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION.

TABLE OF CONTENTS:

§§ 13 & 66 — 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

§ 14 — HIGHWAY RIGHT-OF-WAY ENCROACHMENT PERMIT FEES

Eliminates a provision of current law requiring the DOT commissioner to charge fees for certain state highway right-of-way encroachment permit applications that reflect the fees the Massachusetts Department of Transportation charges for these permits

§ 15 — FAILURE TO YIELD TO PEDESTRIANS

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

§§ 15 & 66 — SPECIAL CROSSWALK MARKINGS

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

§§ 16-18 — DRIVING IN EXTREME LEFT LANE ON LIMITED ACCESS HIGHWAYS

Extends prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction to all vehicles, with certain exceptions; requires (1) OSTA to put up related signage, (2) DOT to implement a related public awareness campaign, and (3) OPM to include related information in its annual report on traffic stops

§ 19 — MOTORCYCLE HELMETS

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

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

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

§ 21 — COMPLETE STREETS IMPLEMENTATION SUPPORT

Requires the DOT commissioner to give technical assistance to municipalities and COGs on adopting and implementing Complete Streets standards or policies; allows him to administer municipal grants for supporting public highway improvement projects that incorporate these standards or policies

§ 22 — INTELLIGENT SPEED ASSISTANCE DEVICES STUDY

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

§ 23 — OPERATOR'S RETRAINING PROGRAM AND RECKLESS DRIVING

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

§ 24 — CHEAPR ADAPTIVE E-BIKE INCENTIVES

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

§§ 25-27 — TRANSPORTATION NETWORK COMPANIES AND DRIVERS

Makes changes in laws on TNCs (e.g., Uber and Lyft), including (1) modifying registration and renewal fees, (2) establishing a new annual reporting requirement, and (3) creating certain requirements related to these companies' drivers

§ 28 — PROJECTING A LASER AT AN AIRCRAFT

Prohibits anyone from intentionally projecting a laser on or at an aircraft or its flight path, with certain exceptions (e.g., police officers performing their official duties); makes violations a class A misdemeanor

§§ 29 & 30 — AUTOMATED ENFORCEMENT

Requires the DOT commissioner to develop a plan to expand speed camera use on state roads; explicitly allows municipalities to reimburse a speed or red light camera vendor from fine revenue received through a municipal speed or red light camera program

§§ 32-34 — SMALL HARBOR IMPROVEMENT PROJECTS PROGRAM

Requires CPA to establish SHIPP to provide grants for improvements at harbors in the state that are not under CPA's authority (i.e. small harbors); funds the program with an existing $20 million GO bond authorization

§ 35 — CONNECTICUT PUBLIC TRANSPORTATION COUNCIL

Assigns the Connecticut Public Transportation Council to DOT for administrative purposes only; requires DOT to post certain council reports and records on the department's website (e.g., meeting schedule, agendas, and minutes)

§ 36 — DOT WORK ZONE SPEED CAMERA LOCATIONS

Removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program (current laws caps the number of work zones at 15)

§ 37 — REDUCED FARE FOR PUBLIC BUSES

Requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, people age 65 or older, people age 18 or younger, and people with disabilities; allows school boards to purchase passes at the discounted rate and provide them to public school students in grades 9-12

§§ 38-65 — BRIDGE AND ROAD NAMING

Names numerous bridges and roads

§ 66 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL

Repeals a statute generally requiring OPM to create an autonomous vehicle testing pilot program

SUMMARY

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

*Senate Amendment "A," principally, adds to the underlying bill

provisions related to (1) penalties for parking near a fire hydrant, (2) highway right-of-way encroachment permit fees, (3) penalties for failure to yield to pedestrians and related violations, (4) driving in the extreme left lane on limited access highways, (5) helmet requirements for motorcycle and bicycle riders, (6) Complete Streets implementation support, (6) an intelligent speed assistance devices study, (7) reckless driving, (8) Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) adaptive e-bike incentives, (9) transportation network companies, (10) projecting a laser at an aircraft, (11) a Department of Transportation (DOT) speed camera study and municipal speed camera revenue, (12) the Small Harbor Improvement Projects Program, (13) the Connecticut Public Transportation Council, (14) DOT's Work Zone Speed Camera program, (15) reduced fare for public buses, and (16) road and bridge namings.

EFFECTIVE DATE: Various, see below.

§§ 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 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 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.

EFFECTIVE DATE: January 1, 2026

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 — 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 Manual of Uniform Traffic Control Devices for Streets and Highways (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.

EFFECTIVE DATE: July 1, 2025

§ 4 — 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 and yield signs) 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.

Under the bill, beginning October 1, 2025, when markings for an intersection or approach to a marked crosswalk with a nearby marked parking space are installed or reinstalled, the traffic authority with jurisdiction must cause the marked parking space to be installed or reinstalled in a manner that complies with the bill's requirements discussed above. 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.

EFFECTIVE DATE: October 1, 2025

§§ 4 & 31 — PARKING NEAR A FIRE HYDRANT

Establishes a fine of up to $200 for subsequent violations of existing law's prohibition on vehicles parking within 10 feet of a fire hydrant

This bill establishes a fine of up to $200 for subsequent violations of existing law's prohibition on vehicles remaining stationary within 10 feet of any fire hydrant (i.e. one type of "improper parking"). These violations are processed through the Centralized Infractions Bureau. First violations remain infractions (see *Background*), as is the case for all violations under current law.

By law, fines, or a portion of fines, collected for certain motor vehicle violations must be remitted to the municipality in which the violation occurred (not including associated fees or surcharges). In the case of

improper parking violations, the entire fine amount must be remitted to the municipality (CGS § 51-56a(b)).

EFFECTIVE DATE: October 1, 2025

Background

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

By law, the minimum fine applicable to improper parking infractions is $50 (this does not include the additional fee and surcharge).

Related Bill. sHB 5766 (File 451), reported favorably by the Transportation Committee, has identical provisions.

§ 5 — 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).

EFFECTIVE DATE: July 1, 2025

§§ 6-8 — 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.

EFFECTIVE DATE: July 1, 2025

§§ 9-11 — 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.

EFFECTIVE DATE: July 1, 2025

§ 12 — 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.

EFFECTIVE DATE: July 1, 2025

§§ 13 & 66 — 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.

EFFECTIVE DATE: July 1, 2025

§ 14 — HIGHWAY RIGHT-OF-WAY ENCROACHMENT PERMIT FEES

Eliminates a provision of current law requiring the DOT commissioner to charge fees for certain state highway right-of-way encroachment permit applications that reflect the fees the Massachusetts Department of Transportation charges for these permits

The bill eliminates a provision of current law requiring the DOT commissioner to charge fees for certain state highway right-of-way encroachment permit applications that reflect the fees the Massachusetts Department of Transportation charges for these permits. Specifically, the requirement applies to open air theaters, shopping centers, and other major traffic-generating developments.

Under the bill, the commissioner may instead establish fees for these permit applications in the same manner existing law allows for state highway right-of-way encroachment permits and certificates of operation for open air theaters, shopping centers, and other major traffic-generating developments. Existing law allows the commissioner to (1) adopt regulations establishing reasonable fees for these applications that are submitted to DOT or the Office of the State Traffic Administration (OSTA) but prohibits the fees from exceeding 125% of the estimated administrative costs related to an application and (2) exempt municipalities from the fees.

By law, major traffic-generating developments are those with at least 100,000 square feet of floor area or at least 200 parking spaces (Conn. Agencies Regs., § 14-312-1).

EFFECTIVE DATE: July 1, 2025

§ 15 — FAILURE TO YIELD TO PEDESTRIANS

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

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

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

2. pass a vehicle that is stopped at a crosswalk to allow a pedestrian to cross; or

3. fail to slow down when approaching and yield to a pedestrian (a) who is blind and carrying a white cane or a red tipped white cane or (b) being guided by a service animal.

EFFECTIVE DATE: October 1, 2025

Background — Related Bill

sSB 1375 (File 540), § 1, reported favorably by the Transportation Committee, has identical provisions.

§§ 15 & 66 — 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 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 MUTCD (Conn. Agencies Regs., § 14-298-600). (In practice, high visibility crosswalks are generally used on public roads.)

EFFECTIVE DATE: October 1, 2025, except the repealer is effective July 1, 2025.

§§ 16-18 — DRIVING IN EXTREME LEFT LANE ON LIMITED ACCESS HIGHWAYS

Extends prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction to all vehicles, with certain exceptions; requires (1) OSTA to put up related signage, (2) DOT to implement a related public awareness campaign, and (3) OPM to include related information in its annual report on traffic stops

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

Current law prohibits, with certain exceptions, motor vehicles with commercial registrations, motor buses, vehicles with trailers, and school buses from driving in the extreme left lane on limited access highways with three or more lanes going in the same direction. Starting on October 1, 2026, the bill prohibits driving any other motor vehicle in the extreme left lane on these highways. It also requires (1) OSTA to put up related signage, (2) DOT to implement a related public awareness campaign, and (3) the Office of Policy and Management (OPM) to

include related information in its annual report on traffic stops (see below).

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

Violations of the bill's prohibition are infractions, subject to a fine of $88.

EFFECTIVE DATE: October 1, 2025, except the public awareness campaign provision is effective July 1, 2025.

Required Signage

The bill requires OSTA, beginning October 1, 2026, to put up signs (or cause this to be done) on the limited access highways discussed above that inform drivers of the restriction on using the extreme left lane. These signs must conform with the federal MUTCD.

Public Awareness Campaign

The bill requires the DOT commissioner, starting October 1, 2025, to develop and execute a year-long public awareness campaign educating the public about the restriction on, and fines associated with, using the extreme left lane.

OPM Traffic Stop Report

Existing law requires OPM, within available resources, to (1) review the prevalence and distribution of traffic stops and complaints reported to it, (2) annually report the results and related recommendations to the governor and legislature, and (3) post the report on its website. The bill also requires this report to include stops conducted on suspicion of a

violation of existing law and the bill's restriction on using the extreme left lane.

Background — Related Bill

sSB 1375 (File 540), § 2, reported favorably by the Transportation Committee, also generally extends the prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction to all vehicles.

§ 19 — MOTORCYCLE HELMETS

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

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

Under the bill, as under existing law, violations of the helmet requirement are infractions (see §§ 4 & 31 *Background* above) and subject to the $90 fine that applies under current law to drivers and passengers under age 18. By law, unchanged by the bill, a first offense by a motorcycle instruction permit holder is an infraction and subject to a $50 fine, and a subsequent offense is a class D misdemeanor, subject to a fine of up to $250, up to 30 days in prison, or both.

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

EFFECTIVE DATE: October 1, 2025

Background — Related Bill

sSB 1375 (File 540), § 3, reported favorably by the Transportation Committee, has identical provisions.

sHB 6862 (File 553), reported favorably by the Transportation Committee, modifies the definition of motor-driven cycle.

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

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

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

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

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

EFFECTIVE DATE: October 1, 2025

Background — Related Bills

sSB 1375 (File 540), § 6, reported favorably by the Transportation Committee, has identical provisions.

sHB 6862 (File 553), reported favorably by the Transportation Committee, modifies (1) the definition of electric foot scooter and (2) helmet requirements pertaining to e-bikes.

§ 21 — COMPLETE STREETS IMPLEMENTATION SUPPORT

Requires the DOT commissioner to give technical assistance to municipalities and COGs on adopting and implementing Complete Streets standards or policies; allows him to administer municipal grants for supporting public highway improvement projects that incorporate these standards or policies

The bill requires the DOT commissioner to provide advice and technical assistance to municipalities and regional councils of governments (COGs) on adopting and implementing Complete Streets standards or policies. It allows the commissioner to administer grants to municipalities for supporting public highway improvement projects that incorporate Complete Streets standards or policies.

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

EFFECTIVE DATE: July 1, 2025

Background — Related Bill

sSB 1375 (File 540), § 7, reported favorably by the Transportation Committee, has similar provisions.

§ 22 — INTELLIGENT SPEED ASSISTANCE DEVICES STUDY

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

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

Transportation Committee by January 15, 2026.

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

1. determine if there is enough evidence to show whether the devices change driving behavior and improve road safety;

2. consider the different types of devices and their availability, as well as estimate installation and maintenance costs to the driver and to the state; and

3. examine the devices' accuracy and reliability in unsupervised environments and whether they can produce evidence that they have not been bypassed, circumvented, or tampered with.

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

1. identify whether installing the device would be (a) mandatory or discretionary and (b) instead of, or in addition to, a penalty or license suspension;

2. indicate the types and number of violations that would require or permit use of the device;

3. discuss whether any installation requirement should apply differently based on the driver's age or driving history; and

4. outline necessary components of a regulatory framework that would be needed to ensure devices were used accurately and properly.

EFFECTIVE DATE: Upon passage

Background

Vision Zero Council. PA 21-28, § 2, established the Vision Zero Council and charged it with developing a statewide policy and interagency approach to eliminating all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, drivers, and passengers. It must consider ways to improve safety in all

transportation modes using data, new partnerships, safe planning, and community-based solutions to achieve the goal of zero transportation-related fatalities.

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

Related Bill. sSB 1375 (File 540), § 8, reported favorably by the Transportation Committee, has identical provisions.

§ 23 — OPERATOR'S RETRAINING PROGRAM AND RECKLESS DRIVING

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

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

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

EFFECTIVE DATE: October 1, 2025

Background — Related Bill

sSB 1375 (File 540), § 9, reported favorably by the Transportation Committee, has identical provisions.

§ 24 — CHEAPR ADAPTIVE E-BIKE INCENTIVES

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

The bill exempts adaptive e-bikes from the $3,000 manufacturer's suggested retail price (MSRP) cap for the CHEAPR e-bike voucher program, which applies by law until June 30, 2027. Under current law, an e-bike's MSRP must be under the cap to be eligible for a voucher under the program; under the bill, adaptive e-bikes with MSRPs above that amount are eligible for a voucher if they are to be used by a resident with a disability.

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

EFFECTIVE DATE: July 1, 2025

Background — Related Bill

sSB 1375 (File 540), § 10, reported favorably by the Transportation Committee, has identical provisions.

§§ 25-27 — TRANSPORTATION NETWORK COMPANIES AND DRIVERS

Makes changes in laws on TNCs (e.g., Uber and Lyft), including (1) modifying registration and renewal fees, (2) establishing a new annual reporting requirement, and (3) creating certain requirements related to these companies' drivers

The bill makes changes in laws on Transportation Network Companies (TNCs, e.g., Uber and Lyft), including (1) modifying registration and renewal fees, (2) establishing a new annual reporting requirement, and (3) creating certain requirements related to these companies' drivers.

By law, TNCs are business entities that operate in Connecticut and

use a digital network (i.e. generally an online-enabled application, website, or system) to connect TNC riders to TNC drivers for prearranged rides. (They do not include taxicab certificate or livery permit holders.) TNC drivers are not TNC employees and use vehicles meeting certain requirements to provide these rides while connected to a digital network.

EFFECTIVE DATE: October 1, 2025

Registration and Annual Renewal Fees

The bill replaces current law's $5,000 initial state registration and annual renewal fees for TNCs with the following fees that vary based on the number of TNC drivers with an active account on a company's digital network at the time of registration or renewal:

1. $5,000 for TNCs with less than 50 drivers,

2. $10,000 for those with between 50 and 199 drivers, and

3. $30,000 for those with at least 200 drivers.

As under current law, these fees are non-refundable and must be submitted with a TNC's registration or renewal form to DOT.

Annual Reporting Requirement

The bill requires registered TNCs, starting by January 1, 2026, to annually report to DOT the following information based on aggregate data from the prior year:

1. the average fare collected from TNC riders,

2. the total time TNC drivers spent giving prearranged rides (i.e. those starting when a driver accepts a ride request through the digital network and ending when the rider exits the vehicle), and

3. the total compensation paid to drivers for these rides.

Driver-Related Requirements

Real-Time Messaging. The bill requires TNCs to provide for real-

time messaging, through their digital networks, between the company and its drivers who are using the network. It must be available in both English and Spanish.

Weekly Summaries. Under the bill, TNCs must give a weekly summary to each of their drivers about the prearranged rides they completed during the previous week. Specifically, the summary must include the (1) total amount of fares the TNC collected from the driver's prearranged rides, (2) total amount the driver earned, and (3) percentage of the total fares the driver earned.

Retaliation. The bill prohibits TNCs from taking, or threatening to take, retaliatory action against a TNC driver only because he or she filed a complaint with the company. It specifies that this includes suspending or banning the driver from accessing the TNC's digital network.

Information for New Drivers. Existing law requires TNCs to take certain actions before allowing a person to drive for the company, such as running a background check and sharing information about its insurance coverage for drivers. The bill additionally requires TNCs to inform a prospective TNC driver, either electronically or in writing, of the following information:

1. that the driver may enroll in the state's Paid Family and Medical Leave Insurance Program and get related information from the Paid Family and Medical Leave Insurance Authority,

2. the requirements on qualifying to give prearranged rides that start in a neighboring state, and

3. the company's deactivation process for its drivers.

Under the bill, "deactivation process" means a TNC's procedures for materially restricting a driver's access to its digital network. This includes blocking access, suspending a driver from the network, or changing a driver's status on the network to make them ineligible to provide prearranged rides.

Background — Related Bills

sSB 1448 (File 544), reported favorably by the Transportation Committee, has substantially similar provisions.

sSB 1487, reported favorably by the Labor and Public Employees Committee, amended by Senate A, and then reported favorably by the Appropriations Committee, among other things, creates a working group to study the working conditions of TNC and third-party delivery company drivers.

§ 28 — PROJECTING A LASER AT AN AIRCRAFT

Prohibits anyone from intentionally projecting a laser on or at an aircraft or its flight path, with certain exceptions (e.g., police officers performing their official duties); makes violations a class A misdemeanor

The bill generally prohibits anyone from intentionally projecting a laser on or at an aircraft or its flight path. It makes violations a class A misdemeanor (punishable by a fine of up to $2,000, up to 364 days in prison, or both). The bill exempts members of the U.S. and state armed forces and police officers performing their official duties.

Under the bill, a laser is any device that (1) projects a beam or point of light by means of light amplification by stimulated emission of radiation or (2) emits light simulating the appearance of a laser.

EFFECTIVE DATE: October 1, 2025

Background — Related Bill

sHB 6861 (File 397), reported favorably by the Transportation and Judiciary committees, has identical provisions.

§§ 29 & 30 — AUTOMATED ENFORCEMENT

Requires the DOT commissioner to develop a plan to expand speed camera use on state roads; explicitly allows municipalities to reimburse a speed or red light camera vendor from fine revenue received through a municipal speed or red light camera program

The bill (1) requires the DOT commissioner to develop a plan to expand speed camera use on state roads and (2) explicitly allows municipalities to reimburse a speed or red light camera vendor from fine revenue received through a municipal speed or red light camera program (see *Background*).

Under the bill, the commissioner must submit the plan and any proposed legislation to the Transportation Committee by February 1, 2026. In developing the plan, the commissioner must consider the Federal Highway Administration's Speed Safety Camera Program Planning and Operations Guide and the National Highway Traffic Safety Administration's High Visibility Enforcement Toolkit.

Regarding the use of municipal speed and red light camera fine revenue, current law allows municipalities to use the revenue to pay costs associated with camera use. The bill specifies that these costs include reimbursing a vendor for speed and red light camera design, installation, operation, or maintenance. By law, fine revenue may also be used to improve transportation mobility and invest in transportation infrastructure.

EFFECTIVE DATE: July 1, 2025

Background

Municipal Speed and Red Light Camera Program. By law, municipalities may establish speed and red light camera programs if they (1) adopt an ordinance meeting the law's requirements and (2) get a speed and red light camera plan approved by DOT every three years. Municipalities that establish these programs may, among other things, (1) set fines, capped at $50 for first violations and $75 for subsequent violations, and (2) enter into agreements with vendors to design, install, operate, and maintain speed and red light cameras. If a municipality uses a vendor, the vendor's fee may not be contingent on the number of tickets issued or fines paid (CGS § 14-307b et seq.).

Related Bill. sHB 7058 (File 403), reported favorably by the Transportation Committee, has identical provisions.

§§ 32-34 — SMALL HARBOR IMPROVEMENT PROJECTS PROGRAM

Requires CPA to establish SHIPP to provide grants for improvements at harbors in the state that are not under CPA's authority (i.e. small harbors); funds the program with an existing $20 million GO bond authorization

The bill requires the Connecticut Port Authority (CPA) to establish

the Small Harbor Improvement Projects Program (SHIPP) to provide grants for improvements at harbors in the state that are not under CPA's authority (i.e. small harbors). It funds the program with an existing $20 million general obligation (GO) bond authorization and subjects the bonds to the standard State Bond Commission approval process.

In effect, the bill codifies, and provides additional funding for, CPA's existing, substantially similar program of the same name. CPA established SHIPP administratively to distribute bond funds the authority received for ports and harbors not under its control. The bill's program differs by, among other things, (1) making private entities eligible for grants and (2) allowing CPA to award the grants to reimburse certain projects. The projects eligible for grants under the bill are also substantially similar to those that may be funded through CPA's existing small harbor improvement projects account, which was enacted under PA 24-48 but has not been funded to date.

The bill also broadens the allowable uses of an existing $6.75 million GO bond authorization for CPA grants for port, harbor, and marina improvements (including dredging and navigational improvements). Under the bill, this authorization may also be used to reimburse for dredging projects at small harbors. By law, at least $5 million of this authorization must be used for ports, harbors, and marinas other than the deep water ports in Bridgeport, New Haven, and New London.

EFFECTIVE DATE: July 1, 2025

Eligible Grantees and Projects

Under the bill, CPA must establish and administer SHIPP as a competitive grant program to give funding to municipalities and private entities for small harbor improvement projects to improve the state's economy and infrastructure. CPA must give preference to grant applications submitted by municipalities. (Under the CPA-administered SHIPP, only municipalities were eligible for the grants.)

Under the bill, projects funded through SHIPP may include (1) federal and nonfederal dredging projects and (2) private maritime

infrastructure projects that have been issued any applicable permits and authorizations.

For federal and nonfederal dredging projects, the bill allows CPA to award grants to:

1. fully or partially support projects' local and state matching requirements;

2. cover the incremental costs associated with applicable environmental requirements or management practices, including beneficial use;

3. fully or partially cover project costs in the absence of adequate federal funds; and

4. provide reimbursement for projects that CPA approved for funding or that began before the funds were disbursed due to time considerations that impacted the flow of commerce at the small harbor. (The CPA-administered SHIPP does not provide reimbursements.)

Under the bill, CPA must develop eligibility criteria for participating in the program and determine the amount a private entity must provide to match any SHIPP grant. Applications must be submitted to the CPA annually, at times and in the way the authority determines.

Bond Authorization

The bill funds SHIPP with an existing $20 million GO bond authorization, which current law requires to be used for projects CPA undertakes for ports not located in New Haven, New London, or Bridgeport. Under the bill, proceeds from this authorization instead must be deposited into CPA's small harbor improvement projects account and used for SHIPP.

Current law requires these bonds to be authorized through a memorandum of understanding between the State Bond Commission and CPA that would "auto-allocate" the bonds over a five year period

from FY 22 to FY 26. The bill instead subjects this authorization to the standard Bond Commission approval process and makes conforming changes.

Background

Connecticut Port Authority. CPA is a quasi-public agency charged with marketing and developing the state's ports and maritime economy. Specifically, its purpose is to (1) coordinate port development, focusing on private and public investment; (2) work with state, local, and private entities to maximize the economic potential of the state's ports and harbors; (3) support and enhance the state's maritime economy; and (4) coordinate the state's maritime policy (CGS § 15-31a et seq.).

Related Bill. sSB 1242 (File 375), reported favorably by the Transportation Committee, has identical provisions.

§ 35 — CONNECTICUT PUBLIC TRANSPORTATION COUNCIL

Assigns the Connecticut Public Transportation Council to DOT for administrative purposes only; requires DOT to post certain council reports and records on the department's website (e.g., meeting schedule, agendas, and minutes)

The bill assigns the Connecticut Public Transportation Council (see *Background*) to DOT for administrative purposes only (i.e. making it an "APO agency"). By law, an APO agency generally exercises its authority and functions without the approval or control of the state department in which it is located and may also prepare its own budget and hire its own personnel or enter into contracts. The department to which an APO agency is assigned provides administrative support, including record keeping and reporting; disseminates required notices, rules, or orders for the agency; provides staff; and includes the agency's budgetary requests in the departmental budget (CGS § 4-38f).

The bill also requires DOT to assist the council in carrying out its responsibilities by posting on the department's website related council reports and records, including its meeting schedule, agendas, minutes, and reports.

EFFECTIVE DATE: July 1, 2025

Background

Connecticut Public Transportation Council. By law, the 15-member Connecticut Public Transportation Council is charged with studying and investigating all aspects of the daily operation of commuter railroad systems and state-funded public transit services (e.g., bus transit), monitoring their performance, and recommending changes to improve their efficiency, equity, and quality. The council serves as an advocate for customers of all commuter railroad systems and state-funded public transit services.

Related Bill. sHB 7059 (File 404), § 2, reported favorably by the Transportation and Appropriations committees, has similar provisions.

§ 36 — DOT WORK ZONE SPEED CAMERA LOCATIONS

Removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program (current laws caps the number of work zones at 15)

The bill removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program. Current law caps the number of work zones at 15.

EFFECTIVE DATE: Upon passage

§ 37 — REDUCED FARE FOR PUBLIC BUSES

Requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, people age 65 or older, people age 18 or younger, and people with disabilities; allows school boards to purchase passes at the discounted rate and provide them to public school students in grades 9-12

The bill requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, people age 65 or older, people age 18 or younger, and people with disabilities. It allows the commissioner to require these individuals to (1) get a DOT-issued reduced fare transit identification card and (2) present it to DOT employees or third-party contractors who are responsible for fare inspection duties, to receive the fare discount. (DOT currently offers reduced fares for people age 65 or older and with a qualifying disability on CT transit and other bus systems operating under contract to DOT;

the department requires these individuals to apply for a reduced fare transit identification card.)

Additionally, the bill allows local or regional school boards to purchase passes for use on these buses at the discounted rate discussed above. School boards may distribute the passes at no cost to public school students in grades 9-12 under their jurisdiction, or sell them to these students at cost or for a reduced cost.

Under the bill, a "veteran" is anyone honorably discharged or released under honorable conditions, or released with an other than honorable discharge based on a qualifying condition, from active service in the armed forces (i.e. the U.S. Army, Navy, Marine Corps, Coast Guard, Space Force, Air Force, and any of their reserve components, including the Connecticut National Guard when under federal service) (CGS § 27-103).

EFFECTIVE DATE: October 1, 2025

Background — Related Bill

sSB 1243 (File 535), reported favorably by the Transportation Committee, (1) requires DOT to create a program allowing public school students in grades 9-12 to ride state-owned or -controlled public buses for free or at a reduced cost and (2) allows veterans to ride these buses at no cost.

§§ 38-65 — BRIDGE AND ROAD NAMING

Names numerous bridges and roads

The bill names numerous bridges and roads.

EFFECTIVE DATE: Upon passage

§ 66 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL

Repeals a statute generally requiring 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.

EFFECTIVE DATE: July 1, 2025

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute
Yea 33 Nay 1 (03/19/2025)