Substitute House Bill No. 5464

Public Act No. 26-63

AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT OF TRANSPORTATION AND CONCERNING VEGETATION MANAGEMENT GUIDELINES, TRANSPORTATION NETWORK COMPANIES AND RIDER SAFETY, TRAFFIC SIGNAL MODERNIZATION GRANT PROGRAM, ENCAMPMENTS, MARINE PILOT LICENSE FEES, MOTOR VEHICLE MECHANICAL EQUIPMENT, DISTRACTED DRIVING, A TASK FORCE TO STUDY ACCESS TO PARKING FOR HOME HEALTH AGENCIES AND A WORKING GROUP TO STUDY USE OF ALTERNATIVE FUELS AND TECHNOLOGIES IN SCHOOL BUS FLEETS.

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

Section 1. Subsection (d) of section 4a-67d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(d) **[**(1)**]** On and after January 1, 2030, at least thirty per cent of all buses purchased or leased by the state shall be zero-emission buses.

[(2) On and after January 1, 2024, the state shall cease to procure, purchase or lease any diesel-fueled transit bus.**]**

Sec. 2. Subsection (c) of section 4b-13a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(c) No person shall park a vehicle in a parking space equipped with a state agency electric vehicle charging station unless such person is charging a plug-in hybrid electric vehicle or battery electric vehicle, except such person may park a plug-in hybrid electric vehicle or battery electric vehicle in such a parking space without charging such vehicle at the discretion of the state agency that designated the state agency electric vehicle charging station as available for public use.

Sec. 3. Section 4b-77 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) As used in this section, (1) "electric vehicle charging station" has the same meaning as provided in section 16-19f, (2) "level two electric vehicle charging station" means an electric vehicle charging station that supplies two hundred eight to two hundred forty volt alternating current, **[**and**]** (3) "direct current fast charging station" means an electric vehicle charging station that utilizes direct current electricity providing forty kilowatts or greater, and (4) "electric vehicle capable parking space" means a parking space that has equipment installed during construction to support future implementation of charging, including, but not limited to, the raceways and electrical panel space necessary for the installation of an electric vehicle charging station.

(b) On and after **[**January 1, 2023**]** July 1, 2026, the Commissioner of Administrative Services shall require each new **[**construction of a**]** state facility **[**, the total project costs of which exceed**]** that will include public parking spaces and is projected to cost more than one hundred thousand dollars **[**,**]** to be **[**installed with level two electric vehicle charging stations in**]** constructed such that at least **[**twenty**]** eight per cent of the designated parking spaces for cars **[**or light duty trucks**]** at such new state facility are electric vehicle capable parking spaces.

(c) Not later than January 1, 2029, and every three years thereafter, the Commissioners of Administrative Services, Transportation and

Energy and Environmental Protection shall jointly submit recommendations, in accordance with the provisions of section 11-4a, regarding the electric vehicle capable parking space requirements established in subsection (b) of this section to the joint standing committees of the General Assembly having cognizance of matters relating to government administration, transportation and the environment. Such recommendations shall propose an appropriate requirement for future electric vehicle charging infrastructure at new state facilities. In proposing such appropriate requirement, the commissioners shall consider: (1) The current public prevalence of electric vehicles and the market conditions for purchasing such vehicles; (2) the expected future growth in electric vehicle ownership by state employees and the public; (3) the current and future utilization of electric vehicle charging spaces at state facilities; (4) similar requirements for new construction in neighboring states and in nationally recognized model building codes; and (5) the state goals for the reduction of pollution from the transportation sector, including, but not limited to, the reduction of greenhouse gas emissions.

[(c)**]** (d) On and after January 1, 2023, a municipality shall require each new construction of a commercial building or multiunit residential building with thirty or more designated parking spaces for cars or light duty trucks to include electric vehicle charging infrastructure that is capable of supporting level two electric vehicle charging stations or direct current fast charging stations in at least ten per cent of such parking spaces. A municipality may, through its legislative body, require any such commercial building or multiunit residential building to include such electric vehicle charging infrastructure in more than ten per cent of such parking spaces.

Sec. 4. Section 2 of public act 25-90 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) Notwithstanding any provision of the general statutes, unless

otherwise required by federal law, the provisions of this section shall govern the issuance of any state approval for district improvements concerning the Port Eastside Infrastructure Improvement District established pursuant to section 1 of **[**this act**]** public act 25-90. If the district enters into a written agreement with any public entity for work to be performed in connection with the district improvements, including, but not limited to, obtaining a permit, license or governmental approval, acquiring real property or construction of sewer, water, steam or other utility connections, any administrative action taken by such public entity in connection with such work shall be governed by the provisions of this section unless otherwise required by federal law or any other agreement to which such public entity is bound.

(b) Any approval for district improvements shall be issued by the commissioner with jurisdiction over such approval, or such other state official as such commissioner shall designate, and no other agency, commission, council, committee, panel or other body other than such commissioner, unless specifically designated by such commissioner, shall have jurisdiction over any such approval. No notice of a tentative or final determination regarding any such approval and no notice of any such approval shall be required except as provided in this section.

(c) Any application for an approval for district improvements required by any applicable provision of the general statutes shall be submitted to the commissioner having jurisdiction as provided in this subsection. The commissioner shall, to the extent practicable in the discretion of the commissioner, adopt a master process to consider multiple licenses, permits, approvals and administrative actions pursuant to this section. Unless denied by the commissioner, any license or permit shall be issued, approval shall be granted as requested and administrative action shall be taken not later than ten business days after the date of submission of any such application unless a hearing is required to be held concerning such application. Such application shall

be deemed granted as requested on the eleventh business day after a hearing is held on such application unless the commissioner has denied such application or approved such application with conditions. Any requirement for a permit or inspection by the State Building Inspector or State Fire Marshal shall be satisfied if the district obtains a certification from an engineer or other appropriate professional duly certified or licensed in the state certifying that the work in connection with the district improvements, to the extent such work is subject to approval by the State Building Inspector or State Fire Marshal, is in compliance with the State Building Code or fire code and safety regulations, as applicable.

(d) Any hearing regarding all or part of the district improvements shall be conducted by the commissioner. Notice of any such hearing shall be published in a newspaper having a general circulation in the town of East Hartford not more than ten and not less than five days before such hearing.

(e) Any application, documentation or other records (1) submitted to a commissioner, and (2) pertaining to an application for an approval for district improvements, together with all records of the proceedings of the commissioner relating to any such application, shall be a public record and shall be made, maintained and disclosed in accordance with the provisions of chapter 14 of the general statutes.

(f) In rendering a decision on any application for an approval for district improvements, a commissioner shall weigh all competent material and substantial evidence presented by the applicant and the public. The commissioner shall issue written findings and determinations upon which any such decision is based. Such findings and determinations shall consist of evidence presented, including such information as the commissioner deems appropriate, provided such information, to the extent applicable, relates to any major adverse health or environmental impact of the overall district improvements. The

commissioner may reverse or modify any order or action at any time upon the commissioner's own motion. The procedure for such reversal or modification shall be the same as the procedure for the original proceeding.

(g) Any administrative action taken by any commissioner in connection with the district improvements may be appealed by a party aggrieved by such action to the superior court for the judicial district of Hartford in accordance with the provisions of section 4-183 of the general statutes. Such appeal shall be brought not more than ten days after the date the commissioner mails to the parties to the proceeding a notice of such order, decision or action by certified mail, return receipt requested. The appellant shall serve a copy of the appeal on each party listed in the final order, decision or action at the address shown in such decision. Failure to make such service within the ten days on parties other than the commissioner who rendered the final order, decision or action may not, in the discretion of the court, deprive the court of jurisdiction over the appeal. Not later than ten days following the service of such appeal, or within such further time as may be allowed by the court, the commissioner who rendered such decision shall cause any portion of the record that had not been transcribed to be transcribed and shall cause the original or a certified copy of the entire record of the proceeding appealed from to be transmitted to the reviewing court. The record shall include the commissioner's findings of fact and conclusions of law, separately stated. If more than one commissioner has jurisdiction over the matter, such commissioners shall issue joint findings of fact and conclusions of law. The appeal shall state the reasons upon which such appeal is predicated and, notwithstanding any provisions of the general statutes, shall not stay the development of the improvements. The commissioner who rendered the decision shall appear as the respondent. Appeals to the superior court shall be privileged matters and shall be heard as soon after the return date as practicable. The court shall render its decision not later than twenty-one days after the date

that the entire record with the transcript is filed with the court by the commissioner who rendered the decision.

(h) (1) In an appeal pursuant to subsection (g) of this section, the court shall not substitute its judgment for that of the commissioner as to the weight of the evidence presented on a question of fact. The court shall affirm the decision of the commissioner unless the court finds that substantial rights of the party appealing the decision have been materially prejudiced because the administrative findings, inferences, conclusions or decisions of the commissioner are: (A) In violation of constitutional or statutory provisions, (B) in excess of the statutory authority of the commissioner, (C) made upon unlawful procedure, (D) affected by an error of law, (E) clearly erroneous in view of the reliable, probative and substantial evidence on the whole record, or (F) arbitrary, capricious or characterized by abuse of discretion or clearly unwarranted exercise of discretion.

(2) If the court finds material prejudice, it may sustain the appeal, and upon sustaining an appeal may render a judgment that modifies the decision of the commissioner, orders particular action of the commissioner or orders the commissioner to take such action as may be necessary to effect a particular action. The commissioner may issue a permit consistent with such judgment. An applicant may file an amended application, and the commissioner may consider such amended application for an approval for district improvements following such court action.

[(i) Except as provided in this section, the district improvements shall be exempt from the provisions of sections 14-311 to 14-314d, inclusive, of the general statutes.**]**

Sec. 5. (NEW) (*Effective January 1, 2027*) (a) As used in this section and sections 6 to 10, inclusive, of this act:

(1) "Department" means the Department of Transportation;

(2) "Personally identifiable information" means information created or maintained by the department, a municipality or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number or the date, time, location or direction of travel on a highway;

(3) "Vendor" means a person selected by the department (A) to provide services to the department described in sections 6 to 10, inclusive, of this act; (B) who operates, maintains, leases or licenses a dynamic part-time lane control system; or (C) who is authorized to review and assemble the recorded images captured by the dynamic part-time lane control system;

(4) "Dynamic part-time lane control system" means a device having one or more motor vehicle sensors connected to a camera system capable of producing recorded images that indicate the date, time and location of the image of each motor vehicle allegedly operating in violation of section 6 of this act or an ordinance adopted under section 10 of this act;

(5) "Dynamic part-time lane control system operator" means a person who is trained and certified to operate a dynamic part-time lane control system;

(6) "Dynamic part-time lane" means any lane or shoulder of a highway temporarily designated for a specific use by the Office of the State Traffic Administration to control and manage traffic;

(7) "Authorized emergency vehicle", "driver", "highway", "number plate" and "owner" have the same meanings as provided in section 14-1 of the general statutes, as amended by this act;

(8) "Official traffic control devices" has the same meaning as provided in section 14-297 of the general statutes; and

(9) "High occupancy vehicle lane" has the same meaning as provided in section 14-238b of the general statutes.

(b) The Office of the State Traffic Administration may designate any lane or shoulder of a highway as a dynamic part-time lane to be used (1) as a high occupancy vehicle lane, (2) as a dedicated lane for bus rapid transit or other motor or service bus usage, (3) as a dedicated lane for authorized emergency vehicles responding to an emergency call, (4) to redirect an opposing lane of a highway into a one-way lane, or (5) as is necessary to maintain the function of the state's highway system. The office may adopt regulations, in accordance with the provisions of chapter 54 of the general statutes, to implement the provisions of this subsection.

(c) The Department of Transportation may establish a program to operate dynamic part-time lane control systems within a dynamic part-time lane designated pursuant to subsection (b) of this section. A dynamic part-time lane control system shall be used in a manner to only record images of motor vehicles that are allegedly operating in violation of the provisions of section 6 of this act or an ordinance adopted under section 10 of this act. Any recorded images collected as part of a dynamic part-time lane control system shall not be used for any surveillance purposes.

(d) A dynamic part-time lane control system may be used provided (1) such system is operated by a dynamic part-time lane control system operator, (2) if, in accordance with the manual of uniform traffic control devices as approved and revised by the Office of the State Traffic Administration, at least two conspicuous road signs are placed at a reasonable distance in advance of a dynamic part-time lane, (3) the first road sign described in subdivision (2) of this subsection indicates the

reason said office designated such lane as a dynamic part-time lane, (4) the second road sign described in subdivision (2) of this subsection indicates that the dynamic part-time lane control system is operational or is not operational, (5) an appropriate sign is conspicuously placed at the end of a highway dynamic part-time lane with a dynamic part-time lane control system that is operational, and (6) a notice identifying the location of a dynamic part-time lane control system is available on the Internet web site of the department.

(e) The Department of Transportation may (1) enter into agreements with vendors for the design, operation or maintenance, or any combination thereof, of dynamic part-time lane control systems, and (2) retain and employ consultants and assistants on a contract or other basis for rendering legal, financial, professional, technical or other assistance and advice necessary for the design, operation and maintenance of dynamic part-time lane control systems. If a vendor provides, deploys or operates a dynamic part-time lane control system, the vendor's fee may not be contingent on the number of violations issued or fines paid pursuant to the provisions of section 6 of this act or an ordinance adopted under section 10 of this act.

(f) The Commissioner of Transportation may adopt regulations, in accordance with the provisions of chapter 54 of the general statutes, to implement the provisions of this section and sections 6 to 10, inclusive, of this act and establish standards and procedures for dynamic part-time lanes and dynamic part-time lane control systems.

Sec. 6. (NEW) (*Effective January 1, 2027*) (a) (1) When a dynamic part-time lane is used as a high occupancy vehicle lane pursuant to section 5 of this act, no person may operate a motor vehicle in such dynamic part-time lane unless such person is (A) traveling with one or more passengers in such person's motor vehicle, or (B) operating a blood transport vehicle in accordance with the provisions of section 14-238b of the general statutes.

(2) When a dynamic part-time lane is used as a dedicated lane for bus rapid transit service or other motor or service bus usage pursuant to section 5 of this act, no person (A) may operate a motor vehicle in such dynamic part-time lane unless such person is operating such vehicle in accordance with the provisions of subdivisions (1) to (4), inclusive, of subsection (a) of section 14-296bb of the general statutes, or (B) may stop or park in such dynamic part-time lane unless such person is obeying the direction indicated by an official traffic control device or the direction of a law enforcement officer.

(3) When a dynamic part-time lane is used as a dedicated lane for an authorized emergency vehicle responding to an emergency pursuant to section 5 of this act, no person may operate a motor vehicle in such dynamic part-time lane unless such person is (A) operating an authorized emergency vehicle responding to an emergency call, or (B) obeying the direction of a law enforcement officer.

(4) When a dynamic part-time lane is used as a dedicated lane to redirect an opposing lane of a highway into a one-way lane or to maintain the function of the state's highway system pursuant to section 5 of this act, no person may operate a motor vehicle in such dynamic part-time lane unless such person is obeying the direction indicated by an official traffic control device or the direction of a law enforcement officer.

(b) The owner of a motor vehicle identified by a dynamic part-time lane control system as violating the provisions of subsection (a) of this section shall, (1) for a first violation, be fined seventy-five dollars, and (2) for a second or subsequent violation that occurs within one year of the date of such owner's most recent violation, be fined not more than two hundred dollars. Any subsequent violation occurring more than one year after such owner's most recent violation shall be considered a first violation.

(c) The owner shall be liable for any fine imposed pursuant to subsection (b) of this section unless the driver of the motor vehicle received a citation from a law enforcement officer at the time of the violation. In the case of a motor vehicle that is leased for more than thirty days and identified by a dynamic part-time lane control system as violating the provisions of subsection (a) of this section, the lessee shall be considered the owner of such motor vehicle for the purposes of this section and section 7 and subsection (b) of section 8 of this act.

(d) All amounts received from fines imposed pursuant to subsection (b) of this section shall be deposited into the Special Transportation Fund, established pursuant to section 13b-68 of the general statutes and maintained pursuant to article thirty-second of the amendments to the Constitution of the state. The provisions of this subsection shall not apply to any amounts received from fines imposed pursuant to an ordinance adopted under section 10 of this act.

Sec. 7. (NEW) (*Effective January 1, 2027*) (a) (1) Whenever a dynamic part-time lane control system detects and produces recorded images of a motor vehicle allegedly committing a violation of section 6 of this act, a sworn member or authorized member of the Division of State Police within the Department of Emergency Services and Public Protection shall review the recorded images provided by such system. Whenever a dynamic part-time lane control system detects and produces recorded images of a motor vehicle allegedly committing a violation of an ordinance adopted by a municipality under section 10 of this act, a sworn member or employee of the municipality's police department or an employee of the municipality designated by the traffic authority of such municipality shall review the recorded images provided by such system.

(2) If, after the review conducted pursuant to subdivision (1) of this subsection, such member or employee determines that there are reasonable grounds to believe that a violation has occurred, such

member or employee may issue a notice of violation for the alleged violation. Such notice of violation shall be sworn or affirmed by such member or employee and shall be prima facie evidence of the facts contained in the notice. Such notice of violation shall include written verification that the dynamic part-time lane control system was operating correctly at the time of the alleged violation and specify the date of the most recent inspection that confirms the dynamic part-time lane control system to be operating properly.

(3) A dynamic part-time lane control system operator shall complete training offered by the manufacturer of such system, or the manufacturer's representative, including training on any devices critical to the operation of such system or the procedures for setting up, testing and operating such system. Upon completion of the training, the manufacturer or manufacturer's representative shall issue a signed certificate to the dynamic part-time lane control system operator. Such signed certificate shall be admitted as evidence in any court proceeding for an alleged violation of section 6 of this act or in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as applicable.

(4) A dynamic part-time lane control system operator shall complete and sign a daily log for a dynamic part-time lane control system. Such daily log shall (A) state the date, time and location of such system's set-up, (B) state that the dynamic part-time lane control system operator successfully performed, and the dynamic part-time lane control system passed, the testing specified by the manufacturer of the dynamic part-time lane control system, (C) be kept on file at the principal office of the operator, and (D) be admitted in any court proceeding for an alleged violation of section 6 of this act or in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as applicable.

(b) A dynamic part-time lane control system shall undergo an annual

calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check. Such signed certificate of calibration shall be kept on file and admitted as evidence in any court proceeding for an alleged violation of section 6 of this act or in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as applicable.

(c) The notice of violation for the alleged violation of section 6 of this act or an ordinance adopted under section 10 of this act shall include, but need not be limited to, (1) a copy of the recorded image showing the vehicle with its number plate visible, (2) the registration number and state of issuance of the vehicle registration, (3) verification that the dynamic part-time lane control system was operating correctly at the time of the alleged violation and the date of the most recent calibration check, and (4) the date, time and location of the alleged violation.

(d) In the case of an alleged violation of section 6 of this act or an ordinance adopted under section 10 of this act involving a motor vehicle registered in the state, the notice of violation shall be mailed not later than thirty days after the commission of the alleged violation or after the identity of the owner is ascertained, whichever is later, to the address of the owner that is in the records of the Department of Motor Vehicles.

(e) In the case of an alleged violation of section 6 of this act or an ordinance adopted under section 10 of this act involving a motor vehicle registered in another jurisdiction, the notice of the violation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.

(f) A notice of violation shall be invalid unless mailed to an owner not later than ninety days after the alleged violation of section 6 of this act or an ordinance adopted under section 10 of this act.

(g) The notice of violation shall be sent by first class mail. A manual or automatic record of mailing prepared by the dynamic part-time lane control system operator in the ordinary course of business shall be prima facie evidence of mailing and shall be admissible in any court proceeding as to the facts contained in the notice.

(h) A violation of section 6 of this act or an ordinance adopted under section 10 of this act shall not (1) be included in any driver control record maintained pursuant to section 14-111*l* of the general statutes, (2) be subject to merit rating for insurance purposes, or (3) authorize the imposition of surcharge points in the provision of motor vehicle insurance coverage.

(i) The following defenses shall be available to the owner of a motor vehicle identified by a dynamic part-time lane control system as allegedly violating section 6 of this act or an ordinance adopted under section 10 of this act: (1) The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a of the general statutes, and had not been recovered prior to the time of the violation, and (2) the dynamic part-time lane control system used to determine the violation was not in compliance with the provisions of this section relating to tests for accuracy, certification or calibration.

(j) An owner who receives a notice of violation of section 6 of this act pursuant to the provisions of this section shall follow the procedures set forth in section 51-164n of the general statutes, as amended by this act. The provisions of this subsection shall not apply to an owner who is alleged to have violated an ordinance adopted under section 10 of this act.

Sec. 8. (NEW) (*Effective January 1, 2027*) (a) The Department of Motor Vehicles shall provide the Department of Transportation and any vendor with information regarding the owner of a motor vehicle

identified by a part-time lane control system as allegedly violating the provisions of section 6 of this act or an ordinance adopted under section 10 of this act. Such information shall include, but need not be limited to, the make and number plate of such motor vehicle and the name and address of the owner of such motor vehicle.

(b) If an owner fails to (1) pay the fine imposed for a violation or conviction of section 6 of this act, (2) submit a plea of not guilty by the answer date, or (3) appear for any scheduled court appearance at the time and place assigned, the Commissioner of Motor Vehicles may refuse to register or suspend the registration of the motor vehicle operated at the time of such violation.

Sec. 9. (NEW) (*Effective January 1, 2027*) (a) No personally identifiable information shall be sold or disclosed by the department, a municipality or a vendor to any person or entity except where the disclosure is made in connection with the charging, collection and enforcement of the fines imposed pursuant to section 6 of this act or an ordinance adopted under section 10 of this act.

(b) No personally identifiable information shall be stored or retained by the department, a municipality or a vendor unless such information is necessary for the collection and enforcement of the fines imposed pursuant to section 6 of this act or an ordinance adopted under section 10 of this act.

(c) The department, a municipality or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of section 6 of this act or an ordinance adopted under section 10 of this act not later than thirty days after any fine is imposed or the resolution of a trial or hearing conducted for the alleged commission of such violation, whichever is later, except the department, a municipality or a vendor may retain a portion of personally identifiable information for the limited purpose of

determining whether a person committed a second or subsequent violation of said section or such ordinance. The department, municipality or vendor shall destroy any retained portion of personally identifiable information not later than one year after the date of such person's most recent violation.

(d) Personally identifiable information shall not be deemed a public record, for purposes of the Freedom of Information Act, as defined in section 1-200 of the general statutes.

Sec. 10. (NEW) (*Effective January 1, 2027*) (a) Any municipality operating a bus in a dynamic part-time lane may participate in the program to operate dynamic part-time control systems established pursuant to section 6 of this act, provided such municipality (1) adopts an ordinance in accordance with the provisions of this section, and (2) enters into an agreement with the Department of Transportation concerning the design, installation, operation and maintenance of such dynamic part-time lane control systems.

(b) Any ordinance adopted under this section shall specify the following: (1) That an owner of a motor vehicle commits a violation of the ordinance if the person operating such motor vehicle does so in violation of subsection (a) of section 6 of this act and such operation is detected by a dynamic part-time lane control system operated by the Department of Transportation on behalf of the municipality; (2) a fine, if any, to be imposed against the owner of a motor vehicle committing a violation of such ordinance, provided the amount of such fine is not more than seventy-five dollars for a first violation and not more than two hundred dollars for a second or subsequent violation that occurs within one year of the date of such owner's most recent violation; (3) the payment of any such fine may be made by electronic means; and (4) the defenses available to the owner of a motor vehicle allegedly committing a violation of such ordinance, which shall include, but need not be limited to, the defenses listed in subsection (i) of section 7 of this act.

Any subsequent violation occurring more than one year after such owner's most recent violation shall be considered a first violation.

(c) Any municipality that adopts an ordinance under this section shall also adopt a citation hearing procedure pursuant to section 7-152c of the general statutes, as amended by this act, with regard to alleged violations of such ordinance.

(d) Any funds received by the municipality from fines imposed pursuant to an ordinance adopted under this section shall be deposited into the general fund of the municipality or in any special fund designated by the municipality.

(e) No person shall be subject to the fine in subsection (b) of section 6 of this act and a fine for the violation of an ordinance adopted under this section because of the same offense.

Sec. 11. Subsection (c) of section 7-152c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2027*):

(c) Any such municipality, at any time within twelve months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to section 7-148, 14-279c, 14-307c, 14-307j or 22a-226d or section 10 of this act, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited: (1) Of the allegations against such person and the amount of the fines, penalties, costs or fees due; (2) that such person may contest such person's liability before a citation hearing officer by delivering in person or by mail written notice within ten days of the date thereof; (3) that if such person does not demand such a hearing, an assessment and judgment shall be entered against such person; and (4) that such judgment may issue without further notice. For purposes of this section, notice shall be

presumed to have been properly sent if such notice was mailed to such person's last-known address on file with the tax collector. If the person to whom such notice is issued is a registrant, the municipality may deliver such notice in accordance with section 7-148ii, provided nothing in this section shall preclude a municipality from providing notice in another manner permitted by applicable law.

Sec. 12. Section 3-6a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(a) Whenever an emergency situation exists because of extreme weather conditions or other acts of nature, other than as is provided in section 28-9, requiring the restriction of movement of persons and vehicles upon the streets and highways of the state, the Governor may issue an order pursuant to section 3-1 designating the persons and vehicles which shall be permitted to move and the routes which they shall follow.

(b) **[**Violation of an order issued pursuant to subsection (a) of this section shall be an infraction.**]** Any person who violates the provisions of subsection (a) of this section shall be fined not more than two hundred fifty dollars.

Sec. 13. Subsection (b) of section 51-164n of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(b) Notwithstanding any provision of the general statutes, any person who is alleged to have committed (1) a violation under the provisions of section 1-9, 1-10, 1-11, 2-71h, 3-6a, as amended by this act, 4b-13, 7-13, 7-14, 7-35 or 7-41, subsection (c) of section 7-66, section 7-83, 7-147h, 7-148, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-185, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 10a-35, 12-52, 12-54, 12-129b or 12-170aa, subdivision (3) of subsection (e) of section 12-286, section 12-286a,

12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-476c, 12-487, 13a-26b, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-253, 13a-263 or 13b-39f, subsection (f) of section 13b-42, section 13b-90 or 13b-100, subsection (a) of section 13b-108, section 13b-221 or 13b-292, subsection (a) or (b) of section 13b-324, section 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414 or 14-4, subdivision (2) of subsection (a) of section 14-12, subsection (d) of section 14-12, subsection (f) of section 14-12a, subsection (a) of section 14-15a, section 14-16c, 14-20a or 14-27a, subsection (f) of section 14-34a, subsection (d) of section 14-35, section 14-43, 14-44j, 14-49, 14-50a, 14-58 or 14-62a, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, as amended by this act, subsection (f) or (i) of section 14-80h, section 14-97a or 14-98, subsection (a), (b) or (d) of section 14-100a, section 14-100b, 14-103a, 14-106a, 14-106c, 14-145a, 14-146, 14-152, 14-153, 14-161 or 14-163b, subsection (f) of section 14-164i, section 14-213b or 14-219, subdivision (1) of section 14-223a, subsection (d) of section 14-224, section 14-240 or 14-250, subdivision (2) of subsection (e) of section 14-251, section 14-253a, 14-261a, 14-262, 14-264, 14-266, 14-267a, 14-269, 14-270, 14-272b, 14-274, 14-275 or 14-275a, subsection (c) of section 14-275c, section 14-276, subsection (a) or (b) of section 14-277, section 14-278, 14-279 or 14-280, subsection (b), (e) or (h) of section 14-283, section 14-283d, 14-283e, 14-283f, 14-283g, 14-289*l*, 14-291, 14-293b, 14-296aa, as amended by this act, 14-298a, 14-300, 14-300d, 14-300f, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, section 15-15e, 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-15, 16-16, 16-44, 16-256e, 16-278 or 16a-15, subsection (a) of section 16a-21, section 16a-22, subsection (a) or (b) of section 16a-22h, section 16a-106, 17a-24, 17a-145, 17a-149 or 17a-152, subsection (b) of section 17a-227, section 17a-465, subsection (c) of section 17a-488, section 17b-124, 17b-131, 17b-137, 19a-33, 19a-39 or 19a-87, subsection (b) of

section 19a-87a, section 19a-91, 19a-102a, 19a-102b, 19a-105, 19a-107, 19a-113, 19a-215, 19a-216a, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340, 19a-425, 19a-442, 19a-502, 19a-565, 20-7a, 20-14, 20-153a, 20-158, 20-231, 20-233, 20-249, 20-257, 20-265, 20-324e, 20-329c or 20-329g, subsection (b) of section 20-334, section 20-341*l*, 20-366, 20-482, 20-597, 20-608, 20-610, 20-623, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48 or 21-63, subsection (d) of section 21-71, section 21-76a or 21-100, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-20 or 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63, 21a-70b or 21a-77, subsection (b) or (c) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, section 21a-278b, subsection (c), (d) or (e) of section 21a-279a, section 21a-415a, 21a-421eee, 21a-421fff or 21a-421hhh, subsection (a) of section 21a-430, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-30, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61*l*, subdivision (1) of subsection (n) of section 22-61*l*, subsection (f) of section 22-61m, subdivision (1) of subsection (f) of section 22-61m, section 22-84, 22-89, 22-90, 22-96, 22-98, 22-99, 22-100 or 22-111o, subsection (d) of section 22-118*l*, section 22-167, subsection (c) of section 22-277, section 22-278, 22-279, 22-280a, 22-318a, 22-320h, 22-324a or 22-326, subsection (b), subdivision (1) or (2) of subsection (e) or subsection (g) of section 22-344, subsection (a) or (b) of section 22-344b, subsection (d) of section 22-344d, section 22-344f, 22-350a, 22-354, 22-359, 22-366, 22-391, 22-413, 22-414, 22-415, 22-415c, 22a-66a or 22a-246, subsection (a) of section 22a-250, section 22a-256g, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-450, 22a-461, 23-4b, 23-38, 23-45, 23-46 or 23-61b, subsection (a) or subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-43, 26-49, 26-54, 26-55, 26-56, 26-58 or 26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64,

subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-114a, 26-117, subsection (b) of section 26-127, 26-128, 26-128a, 26-131, 26-132, 26-138, 26-139 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-231, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-280, 26-284, 26-285, 26-286, 26-287, 26-288, 26-290, 26-291a, 26-292, 26-294, 27-107, 28-13, 29-6a, 29-16, 29-17, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e), (g) or (h) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section 29-291c, section 29-316 or 29-318, subsection (b) of section 29-335a, section 29-381, 30-19f, 30-48a or 30-86a, subsection (b) of section 30-89, subsection (c) or (d) of section 30-117, section 31-3, 31-10, 31-11, 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-47 or 31-48, subsection (b) of section 31-48b, section 31-51, 31-51g, 31-52, 31-52a, 31-53 or 31-54, subsection (a) or (c) of section 31-69, section 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-273, section 31-288, 31-348, 33-624, 33-1017, 34-13d or 34-412, subdivision (1) of section 35-20, subsection (a) of section 36a-57, subsection (b) of section 36a-665, section 36a-699, 36a-739, 36a-787, 38a-2 or 38a-140, subsection (a) or (b) of section 38a-278, section 38a-479qq, 38a-479rr, 38a-506, 38a-548, 38a-626, 38a-680, 38a-713, 38a-733, 38a-764, 38a-786, 38a-828, 38a-829, 38a-885, 42-133hh, 42-470 or 42-480, subsection (a) or (c) of section 43-16q, section 45a-283, 45a-450, 45a-634 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46a-81b, 46b-22, 46b-24, 46b-34, 46b-38d, 47-34a, 47-47 or 47-53, subsection (i) of section 47a-21, subdivision (1) of subsection (k) of section 47a-21, section 49-2a, 49-8a, 49-16, 52-143 or 52-289, subsection (j) of section 52-362, section 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-290a, 53-302a, 53-303e, 53-311a, 53-314, 53-321, 53-322, 53-323 or 53-331, subsection (b) of section 53-343a, section 53-344, subsection (b) or (c) of section 53-344b, subsection (b) of section 53-345a, section 53-377, 53-422 or 53-450, **[**or**]** subsection (i) of section 54-36a or section 6 of this act, or

(2) a violation under the provisions of chapter 268, or (3) a violation of any regulation adopted in accordance with the provisions of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or bylaw of any town, city or borough, except violations of building codes, the health code or an ordinance described in subdivision (5) of this subsection, for which the penalty exceeds ninety dollars but does not exceed two hundred fifty dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, as amended by this act, or (5) a violation of any ordinance adopted by a town, city or borough pursuant to section 14-224a, 14-390 or 14-390m for which the penalty does not exceed two thousand dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, as amended by this act, shall follow the procedures set forth in this section.

Sec. 14. (*Effective from passage*) A portion of Connecticut Route 163 between the intersection of Connecticut Route 32 traveling in a northwesterly direction to the intersection of Connecticut Route 82 in the town of Montville shall be designated as the "Kevin Ryan Memorial Highway".

Sec. 15. Section 13b-31h of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(a) The Department of Transportation shall develop, and thereafter revise as necessary, guidelines governing tree and vegetation management, removal and replacement along state highways for use by its employees and contractors when undertaking maintenance and construction projects. The goal of the guidelines shall be to ensure the impacts of maintenance and construction projects on the environment, landscape and noise pollution are balanced or outweighed by measures taken to avoid and minimize the impacts.

(b) Such guidelines shall include, but need not be limited to, provisions addressing (1) the safety of the traveling public; (2) general roadside vegetation management activities performed by the department, including, but not limited to, mowing, herbicide application, grassing, replanting with native species whenever practicable, limb management, tree removal and debris removal; (3) beautification, enhancements and the effect on scenic roads designated pursuant to section 13b-31c; (4) visibility enhancement; and (5) the environmental impact of such work, including (A) preventing invasive tree, brush or plant species' growth and impact, (B) storm water run-off, (C) erosion, (D) replanting of vegetation species to expand and improve pollinator habitats, as described in section 22-90b, and (E) reduced mowing. Such guidelines shall apply to construction projects financed, in whole or in part, with federal funds to the extent such guidelines do not conflict with federal laws and regulations.

(c) Such guidelines shall not apply to the removal of any trees or vegetation necessary to maintain public safety or that is performed because of a weather-related civil preparedness emergency declared pursuant to section 28-9.

(d) **[**On or before January 1, 2024**]** Not later than February 1, 2027, the Commissioner of Transportation shall consider the results of the study and recommendations conducted pursuant to section 63 of public act 24-151, as amended by this act, by the Department of Natural Resources and the Environment at The University of Connecticut concerning the carbon sequestration by trees and other vegetation along highways and other areas in the state, and determine the need, if any, for revisions to the guidelines adopted pursuant to subsection (a) of this section. If the commissioner determines a revision to such guidelines is not warranted, the commissioner shall submit a report, in accordance with the provisions of section 11-4a, to the joint standing committees of the General Assembly having cognizance of matters relating to

transportation and the environment explaining the reasons for such determination. If the commissioner revises such guidelines in response to the results of such study, the commissioner shall submit such revised guidelines to **[**the**]** such joint standing committees**,** **[**of the General Assembly having cognizance of matters relating to transportation and the environment,**]** in accordance with the provisions of section 11-4a. **[**The**]** Such joint standing committees **[**shall**]** may hold a joint public hearing on such revised guidelines and the commissioner shall present such revised guidelines at the public hearing, if any.

Sec. 16. Section 63 of public act 24-151 is repealed and the following is substituted in lieu thereof (*Effective July 1, 2026*):

(a) The Department of Transportation shall provide a grant from available resources to the Department of Natural Resources and the Environment at The University of Connecticut for the purpose of studying the carbon sequestration by trees and other vegetation along highways and other areas in the state.

(b) The Department of Natural Resources and the Environment at The University of Connecticut shall (1) submit an interim report, not later than January 1, 2025, and a final report, not later than **[**July 1, 2025**]** October 1, 2026, concerning the **[**department's findings**]** results of such study and any recommendations to the Department of Transportation and the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment, in accordance with the provisions of section 11-4a of the general statutes, and (2) present either or both such reports at **[**a**]** any hearing held jointly by said joint standing committees.

Sec. 17. Section 13b-116 of the general statutes is amended by adding subdivisions (8) to (11), inclusive, as follows (*Effective January 1, 2027*):

(NEW) (8) "Telemetric monitoring" means the continuous, automated

collection and evaluation of operational and system performance data that is generated by a digital network during a prearranged ride.

(NEW) (9) "Safety anomaly" means an unexpected or irregular event detected through a digital network that deviates from performance baselines established by a transportation network company that may indicate a potential risk to the safety of a rider or driver, including, but not limited to, high-force decelerations or structural vibrations consistent with a motor vehicle accident, significant departures from the path of the prearranged ride or prolonged periods of inactivity on the digital network.

(NEW) (10) "Sexual assault" has the same meaning as provided in section 10a-55m.

(NEW) (11) "Service animal" has the same meaning as provided in section 22-345.

Sec. 18. Subsection (a) of section 13b-118 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2027*):

(a) (1) A transportation network company shall provide for real-time messaging between the company and the transportation network company driver through the company's digital network when the driver is using the digital network. Such messaging shall be available in both English and Spanish.

(2) After a potential transportation network company rider submits a request for a prearranged ride, the transportation network company shall display to the rider through its digital network: **[**a**]** (A) A picture of the transportation network company driver and the license plate number of the transportation network company vehicle that will be used to provide the prearranged ride before the rider enters such vehicle, and (B) a notification identifying any safety features available

through the digital network that may be used during a prearranged ride. Each transportation network company shall, at a minimum, provide the following safety features: (i) A location sharing feature that allows a rider to share information about a prearranged ride with a third party, (ii) an emergency assistance interface or other means to contact a public safety answering point, as defined in section 28-25, during a prearranged ride, (iii) an optional audio recording feature that may be utilized during a prearranged ride, provided such feature includes notice to the driver and is implemented in compliance with applicable state and federal laws governing the recording of communications, and (iv) the availability of support and resources twenty-four hours a day to manage any incidents, accidents or emergencies that occur during a prearranged ride.

(3) On each offer for a prearranged ride presented to a transportation network company driver, the transportation network company shall demarcate on any such offer whether the potential transportation network company rider requesting such prearranged ride, or the third party requesting a prearranged ride on behalf of a potential rider, has been verified by the company. The company shall designate an individual as verified if the company has authenticated the individual's identity through the submission of a valid photograph, the comparison of the individual's account information with records maintained by another party or any other method that reasonably enables the company to confirm the identity of the individual. A driver's decision to decline an offer for a prearranged ride where the potential rider or requesting third party is not designated as verified shall not, by itself, constitute grounds for suspension, deactivation or other disciplinary action against the driver by the company.

[(3)**]** (4) A transportation network company driver shall display on a transportation network company vehicle a removable decal at all times when the driver is connected to a digital network or is engaged in the

provision of a prearranged ride. Such decal shall be: (A) Issued by the transportation network company; (B) sufficiently large so as to be readable during daylight hours at a distance of at least fifty feet; (C) reflective, illuminated or otherwise visible in darkness; and (D) displayed on the passenger side of the transportation network company vehicle if such decal is illuminated.

(5) A transportation network company shall, through its digital network, (A) implement and maintain a telemetric monitoring system capable of providing an emergency assistance interface with the opportunity to contact a public safety answering point, and (B) permit a third party pursuant to an agreement with such company to receive, review and respond in real time to verified safety requests generated by the digital network relating to a safety anomaly occurring during a prearranged ride.

Sec. 19. Subsection (c) of section 13b-118 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(c) (1) A transportation network company shall adopt, maintain and enforce a policy of nondiscrimination on the basis of the age, color, creed, destination, intellectual or physical disability, national origin, race, sex, sexual orientation or gender identity with respect to transportation network company riders, potential transportation network company riders and transportation network company drivers. A transportation network company shall notify all drivers who use the company's digital network of such policy.

(2) No transportation network company may take or threaten to take any retaliatory action, including suspending or banning access to its digital network, against a transportation network company driver solely because such driver filed a complaint with such company.

(3) A transportation network company shall adopt, maintain and enforce a service animal nondiscrimination policy. Such policy, at a minimum, shall: (A) Prohibit any transportation network company driver using the company's digital network from canceling or refusing to provide a prearranged ride to a potential rider on the basis that the rider is accompanied by a service animal, regardless of any allergy, fear or religious or cultural objection to such service animal, (B) require the company to display, through its digital network, an option to a potential rider to (i) disclose before a prearranged ride that such potential rider is accompanied by a service animal, and (ii) report any instance in which a driver cancels or refuses to provide a prearranged ride to such potential rider in violation of applicable laws relating to the accommodation of service animals and the company's service animal nondiscrimination policy, (C) require the company, through its digital network, to notify any driver who attempts to cancel or refuse to provide a prearranged ride to a potential rider who has disclosed that such potential rider is accompanied by a service animal that any such cancellation or refusal may (i) violate applicable laws relating to the accommodation of service animals and the company's service animal nondiscrimination policy, and (ii) result in a permanent ban from accessing the company's digital network, (D) require the company to investigate and respond to each reported instance of a driver canceling or refusing a prearranged ride on the basis that the rider is accompanied by a service animal and to maintain records of such reports and the company's investigation and response for a period of not less than three years from the date of the reported cancellation or refusal, (E) require the company to permanently ban a driver from accessing the company's digital network if a driver violates the company's service animal nondiscrimination policy, and (F) require the company, through its digital network, to provide periodic reminders to drivers with an active account on such digital network of the rights of riders with disabilities and the applicability of laws relating to the accommodation of service animals.

Sec. 20. Section 13b-119 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2027*):

(a) Prior to permitting an individual to act as a transportation network company driver on its digital network, the transportation network company shall:

(1) Require the individual to submit an application to the company that includes information regarding the individual's name, address, date of birth, motor vehicle operator's license number and motor vehicle registration;

(2) (A) Conduct, or have a consumer reporting agency regulated under the federal Fair Credit Reporting Act conduct, a driving record check and a local, state and national criminal history records check, including a search of state and national sexual offender registry databases provided such databases are accessible to the public, or (B) arrange for the fingerprinting of the individual to be submitted to the Federal Bureau of Investigation for a national criminal history records check and to the State Police Bureau of Identification for a state criminal history records check conducted in accordance with section 29-17a;

(3) Disclose to such individual, electronically or in writing, (A) the insurance coverage, including the types of coverage and any coverage limits, that the company provides while a transportation network company driver is connected to the company's digital network or is engaged in the provision of a prearranged ride, and (B) that a transportation network company driver's personal automobile insurance policy might not provide coverage while such driver is connected to the company's digital network, available to receive a request for a prearranged ride or engaged in the provision of a prearranged ride; and

(4) Inform such individual, electronically or in writing, (A) that such individual may enroll in the Paid Family and Medical Leave Insurance Program pursuant to section 31-49m and obtain information about such program from the Paid Family and Medical Leave Insurance Authority established in section 31-49f, (B) of the requirements to become qualified to provide prearranged rides that originate in a neighboring state, and (C) of the transportation network company's deactivation process for transportation network company drivers. For the purposes of this subdivision, "deactivation process" means procedures a transportation network company undertakes to materially restrict a transportation network company driver's access to the digital network, including blocking access to the digital network, suspending a driver from the digital network or changing a driver's status on the digital network from eligible to provide prearranged rides to ineligible to provide prearranged rides.

(b) (1) A transportation network company shall conduct, or have a consumer reporting agency regulated under the federal Fair Credit Reporting Act conduct, a local, state and national criminal history records check, including a search of state and national sexual offender registry databases, or arrange for the fingerprinting of the individual to be submitted to the Federal Bureau of Investigation for a national criminal history records check and to the State Police Bureau of Identification for a state criminal history records check conducted in accordance with section 29-17a, at least once every **[**three years**]** year after permitting an individual to act as a transportation network company driver.

(2) A transportation network company shall provide, and require each transportation network company driver to complete, an annual training concerning sexual assault prevention and driver education. Such training shall include information regarding the prevention, identification and reporting of sexual assault and instruction regarding

appropriate interactions with transportation network company riders.

(c) (1) No transportation network company shall permit an individual to act as a transportation network company driver on its digital network if such individual: (A) Has, during the three years prior to the date of such individual's application to be a transportation network company driver, (i) committed more than three moving violations, as defined in section 14-111g, (ii) committed one serious traffic violation, as defined in section 14-1, as amended by this act, or (iii) had his or her motor vehicle operator's license suspended pursuant to section 14-227b; (B) has been convicted, within seven years prior to the date of such individual's application, of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, acts of violence or acts of terror; (C) is included in the state sexual offenders registry or the United States Department of Justice National Sex Offender Public Website; (D) does not possess a Connecticut motor vehicle operator's license or a motor vehicle operator's license issued by a reciprocal state; (E) does not possess proof of registration for each motor vehicle such individual proposes to use as a transportation network company vehicle; **[**or**]** (F) is not at least nineteen years of age; or (G) fails to submit to a periodic identity verification when requested by the transportation network company through its digital network when such driver is connected to and active on the digital network. For the purposes of this subsection, "reciprocal state" means a state that permits transportation network company drivers who possess a Connecticut motor vehicle operator's license to provide a prearranged ride that originates in such state.

(2) An individual who is permitted to act as a transportation network company driver shall report to the transportation network company not later than twenty-four hours after the occurrence of any of the following: (A) The commission of a fourth moving violation, as defined in section 14-111g, during the past three years; (B) the commission of one serious

traffic violation, as defined in section 14-1, as amended by this act; (C) the suspension of his or her motor vehicle operator's license pursuant to section 14-227b; (D) the conviction of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, acts of violence or acts of terror; (E) inclusion in the state sexual offenders registry or the United States Department of Justice National Sex Offender Public Website; (F) failure to possess an operator's license; or (G) failure to possess proof of registration for a transportation network company vehicle. Each transportation network company that receives a report pursuant to this subdivision or becomes aware of such occurrence shall prohibit the individual from acting as a transportation network company driver on the company's digital network until the individual meets the qualifications of this section to be a transportation network company driver.

(3) Not later than five days after a transportation network company permanently completes an investigation and, as a result of such investigation, permanently bans a transportation network company driver's access to the company's digital network due to a sexual assault or assault resulting in another person's death that was connected to the driver's use of such digital network, such transportation network company shall notify, or cause to be notified, each registered transportation network company in the state of such ban and the driver's first and last name, date of birth and motor vehicle operator's license number.

(d) (1) A transportation network company shall adopt a policy that a transportation network company driver shall not use or be under the influence of drugs or alcohol while the driver is connected to the company's digital network or engaged in the provision of a prearranged ride. The company shall provide notice of such policy on its Internet web site, and include procedures for a transportation network company rider to report a complaint about a driver whom the rider reasonably

suspects was using or under the influence of drugs or alcohol while engaged in the provision of a prearranged ride.

(2) Upon the company's receipt of a complaint by a rider alleging a violation of such policy, the company shall suspend the driver's access to the company's digital network as soon as possible and conduct an investigation into the reported incident. The suspension shall last until completion of the investigation. If the investigation confirms the driver used or was under the influence of drugs or alcohol while engaged in the provision of a prearranged ride or while connected to the company's digital network, the company shall ban the driver's access to the digital network on a permanent basis.

(3) The company shall maintain all records related to the enforcement of such policy for a period of not less than three years from the date that a complaint by a rider is received by the company.

(e) A transportation network company shall adopt a policy that prohibits a transportation network company driver from providing a prearranged ride when such driver's ability to operate a transportation network company motor vehicle is impaired by illness, fatigue or any other condition that would likely preclude safe operation of such vehicle.

(f) A transportation network company driver shall: (1) Comply with all applicable laws regarding nondiscrimination against transportation network company riders or potential transportation network company riders on the basis of age, color, creed, destination, intellectual or physical disability, national origin, race, sex, sexual orientation or gender identity; (2) comply with all applicable laws relating to the accommodation of service animals and accommodate service animals without imposing additional charges for such accommodation; (3) comply with the policies adopted by the transportation network company pursuant to subdivision (1) of subsection (c) of section 13b-

118, as amended by this act, and subsections (d) and (e) of this section; (4) not impose additional charges for providing prearranged rides to persons with physical disabilities because of such disabilities; and (5) not solicit or accept a request for transportation unless the request is accepted through the transportation network company's digital network. **[**For the purposes of this subsection, "service animal" has the same meaning as provided in section 22-345.**]**

(g) (1) Any person who holds himself or herself out to be a transportation network company driver who is not permitted by a transportation network company to use its digital network shall be guilty of a class B misdemeanor.

(2) The state shall remit to a municipality fifty per cent of the fine amount received for a violation of subdivision (1) of this subsection with respect to each summons issued by such municipality. Each clerk of the Superior Court or the Chief Court Administrator, or any other official of the Superior Court designated by the Chief Court Administrator, shall, on or before the thirtieth day of January, April, July and October in each year, certify to the Comptroller the amount due for the previous quarter under this subsection to each municipality served by the office of the clerk or official.

(h) (1) A transportation network company vehicle shall (A) have four doors; (B) not be older than twelve model years old; and (C) be designed to transport no more than eight passengers, including the driver.

(2) Before any motor vehicle is used by a transportation network company driver as a transportation network company vehicle, and every two years thereafter, the driver shall certify to the transportation network company that the following equipment is in good working order: (A) Foot brakes; (B) emergency brakes; (C) steering mechanism; (D) windshield; (E) rear window and other glass; (F) windshield wipers; (G) headlights; (H) tail lights; (I) turn indicator lights; (J) brake lights;

(K) front seat adjustment mechanism; (L) doors; (M) horn; (N) speedometer; (O) bumpers; (P) muffler and exhaust system; (Q) condition of tires, including tread depth; (R) interior and exterior rearview mirrors; and (S) seat safety belts and air bags for driver and passengers. The transportation network company shall maintain such certification for not less than three years.

Sec. 21. Subsection (e) of section 13b-117 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2027*):

(e) Not later than **[**January 1, 2026**]** February 1, 2027, and annually thereafter, each transportation network company registered in the state shall submit a report to the Commissioner of Transportation, in a form and manner prescribed by the commissioner. Each such report shall use aggregate data from the preceding year and include the following information: (1) The average fare collected from transportation network company riders, (2) the total time transportation network company drivers spent providing prearranged rides, and (3) the total compensation paid to transportation network company drivers for the provision of prearranged rides.

Sec. 22. Section 13b-23c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

The Commissioner of Transportation shall establish a matching grant program for the purpose of assisting municipalities to modernize existing traffic signal equipment and operations to (1) make such equipment and operations capable of utilizing transit signal priority and responsive to congestion, and **[**to**]** (2) reduce idling. Applications shall be submitted annually to the commissioner at such times and in such manner as the commissioner prescribes. The commissioner shall develop the eligibility criteria for participation in the program and determine the amount a municipality shall be required to provide to

match any such grant. The commissioner shall give preference to applications **[**submitted by two or more municipalities and establish incentives for projects undertaken by two or more municipalities**]** involving projects located in heavily congested areas.

Sec. 23. Subsection (g) of section 21 of public act 20-1, as amended by section 344 of public act 22-118 and section 74 of public act 23-205, is amended to read as follows (*Effective July 1, 2026*):

(g) For the Department of Transportation: For construction, repair or maintenance of highways, roads, bridges, noise barriers or bus and rail facilities and equipment, not exceeding $130,000,000, provided not more than $75,000,000 shall be used for a matching grant program established pursuant to section 13b-23c of the general statutes, as amended by this act, to assist municipalities to modernize existing traffic signal equipment and operations.

Sec. 24. Section 22a-201d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2026*):

(a) As used in this section, (1) "zero-emission school bus" has the same meaning as provided in 42 USC 16091(a)(8), as amended from time to time, (2) "alternative fuel school bus" means a school bus that reduces emissions and is operated entirely or in part using liquefied natural gas, compressed natural gas, hydrogen, propane or biofuels, **[**and (3) "environmental justice community" has the same meaning as provided in subsection (a) of section 22a-20a**]** (3) "distressed municipality" means a municipality that is a distressed municipality under the provisions of subsection (b) of section 32-9p on July 1, 2026, (4) "carrier" has the same meaning as provided in section 14-212, and (5) "biodiesel" has the same meaning as provided in section 32-324.

(b) (1) Except as provided in subsection (c) of this section, **[**(1) on and after January 1, 2035, one hundred per cent of the school buses that

provide transportation for all school districts in the state shall be zero-emission school buses or alternative fuel school buses, and (2)**]** on and after January 1, 2040, **[**one hundred**]** ninety per cent of the school buses that provide transportation for **[**all school districts**]** each school district in the state shall be zero-emission school buses.

(2) Not later than July 1, 2035, each municipality that is not a distressed municipality shall submit a plan and schedule to the commissioner that outlines how such municipality will achieve compliance with the provisions of subdivision (1) of this subsection.

(c) (1) On and after **[**January 1, 2030, one hundred**]** July 1, 2035, fifty per cent of the school buses that provide transportation for **[**school districts entirely within an environmental justice community as of July 1, 2022, or in an area that encompasses at least one environmental justice community as of July 1, 2022,**]** each school district in a distressed municipality shall be zero-emission school buses.

(2) Not later than July 1, 2029, each distressed municipality shall submit a plan and schedule to the Commissioner of Energy and Environmental Protection that outlines how such distressed municipality will achieve compliance with the provisions of subdivision (1) of this subsection.

(d) The Commissioner of Energy and Environmental Protection, in consultation with the Connecticut Green Bank, shall establish and administer a grant program for the purpose of providing **[**matching**]** a portion of the funds necessary for municipalities, school districts and school bus operators **[**to submit federal grant applications in order**]** to maximize federal, state or other sources of funding or financing for the purchase or lease of zero-emission school buses and electric vehicle charging or fueling infrastructure. Applications for such grants shall be filed with the commissioner at such time and in such manner as the commissioner prescribes. The commissioner shall give preference to

applications concerning the purchase or lease of a zero-emission school bus that will be operated **[**primarily in an environmental justice community. The commissioner shall determine the amount a municipality, school district or school bus operator shall be required to provide to match such grant**]** in a distressed municipality.

(e) The Commissioner of Energy and Environmental Protection shall, within available funds and appropriations, provide administrative and technical assistance to municipalities, school districts and school bus operators that are transitioning to the use of zero-emission school buses, applying for federal grants for such buses and installing electric vehicle charging and fueling infrastructure.

Sec. 25. (*Effective July 1, 2026*) (a) The executive director of the Connecticut Port Authority, or the executive director's designee, shall convene a working group to study and make recommendations regarding (1) potential state policies and incentives to encourage the utilization of freight rail and sea lanes and ports for the transportation of goods within the state, including, but not limited to, construction materials, metals and industrial materials, agricultural and food products and municipal solid waste, as defined in section 22a-207 of the general statutes, (2) opportunities to expand freight rail and port infrastructure within the state, and (3) the environmental, economic and transportation impacts of increasing the utilization of freight rail and sea lanes and ports.

(b) The working group shall consist of the Commissioners of Transportation, Energy and Environmental Protection and Economic and Community Development, or the commissioners' respective designees, and any other member invited to participate by the executive director of the Connecticut Port Authority, including, but not limited to, representatives of organizations representing the interests of manufacturers in the state, representatives of freight rail carriers, collectors of solid waste and recyclable items and any other member as

deemed necessary by the executive director of the Connecticut Port Authority. The executive director shall serve as chairperson of the working group and shall schedule the first meeting of the working group not later than September 1, 2026.

(c) Not later than January 1, 2027, the executive director of the Connecticut Port Authority shall submit, in accordance with the provisions of section 11-4a of the general statutes, the results of such study and any recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation. The working group shall terminate on the date that the executive director submits such report or January 1, 2027, whichever is later.

Sec. 26. (NEW) (*Effective from passage*) (a) As used in this section:

(1) "Removal" means the clearing of an encampment, or a portion thereof, by the Department of Transportation or an agent or contractor of the department and includes, but is not limited to, requiring persons to vacate the property and collecting, relocating, discarding or disposing of any structures or materials used for habitation and personal property;

(2) "Encampment" means any outdoor location where one or more persons sleep or reside using tents, tarps, bedding or other temporary shelter or structures for the purposes of habitation. "Encampment" does not include a campground or other location that is designated or authorized for recreational camping by a federal, state or municipal agency or by a private property owner and where camping occurs;

(3) "State highway right-of-way" means land owned or controlled by the Department of Transportation for highway purposes, including the traveled way, shoulders, medians, slopes, drainage areas and areas beneath or adjacent to bridges and overpasses. "State highway right-of-way" does not include any land owned or controlled by the department

improved with a safety rest area, service plaza, bus shelter or commuter parking facility pursuant to section 13b-29 of the general statutes; and

(4) "Personal property" means an item that can reasonably be identified as belonging to a person, has apparent value or utility and is not hazardous.

(b) Except as provided in subsection (c) of this section, prior to the removal of an encampment located upon any state highway right-of-way, the Department of Transportation shall provide at least fourteen days' written notice that specifies the date and time such removal will take place and that no person or personal property is permitted to remain on the state highway right-of-way after such date. The department shall, at a minimum, post any such notice at the apparent place of ingress and egress to the encampment and at any apparent common area of the encampment. Such notice shall be printed in English and Spanish. When posting such notice, the department may provide oral or written notice to any person present at the encampment.

(c) The notice required by subsection (b) of this section shall not be required if the Commissioner of Transportation determines the removal of an encampment is necessary to respond to any transportation operations or infrastructure emergency or a public safety emergency. The commissioner shall document, in writing, the reasons for such determination.

Sec. 27. (*Effective from passage*) (a) As used in this section, "removal", "encampment" and "personal property" have the same meanings as provided in section 26 of this act.

(b) The Commissioners of Transportation and Mental Health and Addiction Services shall jointly study and make recommendations regarding best practices and standards to adhere to when responding to, managing or removing an encampment upon any state highway

right-of-way.

(c) Such study shall, at a minimum, identify: (1) Best practices from other states or municipalities regarding (A) the provision of advance notices concerning the removal of an encampment to a person residing at such encampment, including methods and reasonable timeframes for providing such notices and the frequency of such notices, and (B) the treatment of personal property during a removal of an encampment, (2) procedures for outreach and engagement by trained personnel that ensure respect for the personal dignity and property of persons at such encampments, (3) appropriate state and local agencies to offer immediate assistance and support to such persons for emergency shelters, transitional housing or permanent housing, social services or other interventions prior to and during the removal of an encampment, (4) guidance, training or technical assistance that could be provided to state and local agencies and municipalities regarding humane and effective practices for responding to, managing and removing such encampments, and (5) ways to ensure coordination with the municipality where the encampment is located, community-based organizations serving persons experiencing homelessness, local housing authorities, other local service providers and the local law enforcement agency, as appropriate, prior to the removal of an encampment.

(d) Not later than January 15, 2027, the Commissioners of Transportation and Mental Health and Addiction Services shall jointly submit, in accordance with provisions of section 11-4a of the general statutes, the results of such study and any recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 28. Subsections (c) and (d) of section 15-13 of the general statutes are repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(c) Each pilot shall, upon the granting of a license, **[**pay a fee of thirty dollars to said authority and shall**]** give a bond of one thousand dollars to the Treasurer and the Treasurer's successors in office, with surety, to the acceptance of the authority, conditioned for the faithful performance of **[**his or her**]** such pilot's duties as a pilot, upon which bond suit may be brought in the name of said Treasurer for the benefit of any person who may suffer loss or damage, by reason of the ignorance, neglect or misconduct of such pilot in the discharge of such pilot's duties. **[**The authority shall increase such fee by fifty per cent July 1, 1985, by an additional fifty per cent effective July 1, 1989, by an additional twenty-five per cent effective July 1, 1991, and by an additional twenty-five per cent effective July 1, 1993.**]**

(d) Each license shall expire on the last day of December following its issuance and may be renewed upon application, **[**and payment of the fee required by subsection (c) of this section,**]** renewal of the bond required under subsection (c) of this section and proof of current federal licensure as required in subsection (a) of this section.

Sec. 29. Subsection (d) of section 13b-59 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(d) "License, permit and fee revenues" means (1) all fees and other charges required by, or levied pursuant to sections 12-487, 13b-80 and 13b-97, subsection (b) of section 14-12, sections 14-16a, 14-21c, 14-44h and 14-44i, subsection (v) of section 14-49, subsections (b) and (f) of section 14-50, subdivisions (7) to (9), inclusive, of subsection (a) of section 14-50a, sections 14-52, 14-58, 14-67*l* and 14-69, subsection (e) of section 14-73, sections 14-96q and 14-103a, subsection (a) of section 14-164a, subsection (a) of section 14-192, subsection (d) of section 14-270, sections 14-319 and 14-320 and sections 13b-410a to 13b-410c, inclusive; (2) all aeronautics, waterways, and other fees and charges required by, or levied pursuant to sections 13a-80 and 13a-80a **[**,**]** and subsection (b)

of section 13b-42; **[**and subsections (c) and (d) of section 15-13;**]** and (3) all motor vehicle related fines, penalties or other charges, as defined in subsection (g) of this section;

Sec. 30. Section 14-80 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(a) Each motor vehicle and the devices on such vehicle shall be operated, equipped, constructed and adjusted to prevent unnecessary or unusual noise.

(b) (1) Each motor vehicle operated by an internal combustion engine shall be equipped, except as hereinafter provided, with a muffler or mufflers designed to prevent excessive, unusual or unnecessary exhaust noise. The muffler or mufflers shall be maintained by the owner in good working order and shall be in use whenever the motor vehicle is operated.

(2) No person, including a motor vehicle dealer or repairer or a motorcycle dealer, shall install, and no person shall use, on a motor vehicle, a muffler or mufflers lacking interior baffle plates or other effective muffling devices, a gutted muffler, a muffler cutout or a straight exhaust except when the motor vehicle is operated in a race, contest or demonstration of speed or skill as a public exhibition pursuant to subsection (a) of section 14-164a, or any mechanical device which will amplify the noise emitted by the vehicle.

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

(4) No person shall use on the exhaust system or tail pipe of a motor vehicle any extension or device which will cause excessive or unusual noise.

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

(d) All pipes carrying exhaust gases from the motor shall be constructed of, and maintained with, leak-proof metal. Exhaust pipes shall be directed from the muffler or mufflers toward the rear of the vehicle and shall be approximately parallel with the longitudinal axis of the vehicle and approximately parallel to the surface of the roadway, or shall be directed from the muffler upward to a location above the cab or body of the vehicle so that fumes, gases and smoke are directed away from the occupants of the vehicle. Exhaust pipes on a passenger vehicle shall extend to the extreme rear end of the vehicle's body, not including the bumper and its attachments to the body, or shall be attached to the vehicle in such a way that the exhaust pipes direct the exhaust gases to either side of the vehicle ensuring that fresh ambient air is located under the vehicle at all times. The Commissioner of Motor Vehicles may adopt regulations, in accordance with the provisions of chapter 54, to establish safety standards for passenger vehicles equipped with exhaust pipes located in front of the rear axle.

(e) Every motor vehicle shall, when operated on a highway, be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than two hundred feet, but no horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle.

(f) (1) No vehicle shall be equipped with, nor shall any person use on a vehicle, any siren, whistle or bell as a warning signal device, except as otherwise permitted by this section.

(2) Any motor vehicle may be equipped with a theft alarm signal device which is so arranged that it cannot be used by the driver as an ordinary warning signal.

(3) Any authorized emergency vehicle may be equipped with a siren, whistle or bell, capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet and of a type approved by the Department of Motor Vehicles. Such signal shall not be used unless the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law, in which event the driver of the vehicle shall sound the signal when reasonably necessary to warn pedestrians and other drivers of the approach of the vehicle.

(g) Any person who violates any provision of this section shall be fined **[**one hundred fifty**]** three hundred dollars for each offense.

Sec. 31. Section 14-296aa of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(a) For purposes of this section: **[**, the following terms have the following meanings:

(1) "Mobile telephone" means a cellular, analog, wireless or digital telephone capable of sending or receiving telephone communications without an access line for service.

(2) "Using" or "use" means holding a hand-held mobile telephone to, or in the immediate proximity of, the user's ear.

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

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

(5) "Hands-free mobile telephone" means a hand-held mobile

telephone that has an internal feature or function, or that is equipped with an attachment or addition, whether or not permanently part of such hand-held mobile telephone, by which a user engages in a call without the use of either hand, whether or not the use of either hand is necessary to activate, deactivate or initiate a function of such telephone.

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

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

(1) "Hands-free mode" means the operation of a mobile electronic device by which a user engages in a voice communication or receives audio without touching or holding such device, except to activate, deactivate or initiate with a single touch or swipe of the user's hand.

[(8)**]** (2) "Mobile electronic device" means any hand-held or other portable electronic equipment capable of providing data communication between two or more persons, including, but not limited to, a mobile telephone, a text messaging device, a paging device, a personal digital assistant, a laptop computer, equipment that is capable of playing a video game or a digital video disk, **[**or**]** equipment on which digital photographs are taken or transmitted, equipment to display a video or moving image or any combination thereof. **[**, but**]** "Mobile electronic device" does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing navigation, emergency assistance to the operator of such motor vehicle or video entertainment to the passengers in the rear seats of such motor vehicle.

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

(4) "Highway", "commercial motor vehicle" and "authorized emergency vehicle" have the same meanings as provided in section 14-1, as amended by this act.

(b) (1) Except as otherwise provided in this subsection and subsections (c) and (d) of this section, no person shall operate a motor vehicle upon a highway **[**, as defined in section 14-1, while using a hand-held mobile telephone to engage in a call or while using**]** while (A) holding or supporting a mobile electronic device **[**. An operator of a motor vehicle who types, sends or reads a text message with a hand-held mobile telephone or mobile electronic device while operating a motor vehicle shall be in violation of this section, except that if**]** with any part of such person's body; (B) using a mobile electronic device, unless such device is being used in a hands-free mode; (C) reading, viewing or typing a text message or other nonvoice message or communication on a mobile electronic device; or (D) a video or moving image on a mobile electronic device or an installed screen or other device of a similar nature is visible to such person while seated in the normal operating position, unless such video or moving image is (i) a map generated by a navigation system or application on such device or screen and such device or screen is mounted on or affixed to the motor vehicle's windshield, dashboard or center console in a manner that does not impede the operation of the motor vehicle, or (ii) used to assist such person while backing or parking, to enhance or supplement such person's view of the roadway or to assist such person in object detection. If such operator is driving a commercial motor vehicle, **[**as defined in section 14-1,**]** such operator shall be charged with a violation of

subsection (e) of this section.

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

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

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

(c) No **[**person shall use a hand-held mobile telephone or other electronic device, including those with hands-free accessories, or a mobile electronic device, while operating**]** school bus operator shall

operate a school bus that is carrying passengers **[**, except that this subsection shall not apply when such person: (1) Places an emergency call to school officials; (2)**]** while using a mobile electronic device, including when such device is in hands-free mode, unless such school bus operator: (1) Holds or uses a hand-held mobile telephone as **[**provided in**]** permitted under subparagraph (A) of subdivision **[**(4)**]** (3) of subsection (b) of this section; **[**(3)**]** (2) uses a **[**hand-held mobile telephone or**]** mobile electronic device in a manner similar to a two-way radio to allow real-time communication with a school official, an emergency response operator, a hospital, physician's office or health clinic, an ambulance company, a fire department or a police department; or **[**(4)**]** (3) uses a mobile electronic device with a video display, provided such device (A) is used as a global positioning system or to provide navigation, (B) is securely attached inside the school bus near such **[**person**]** operator, and (C) has been approved for such use by the Department of Motor Vehicles.

(d) No person under eighteen years of age shall **[**use any hand-held mobile telephone, including one with a hands-free accessory, or**]** operate a motor vehicle upon a highway while using a mobile electronic device, **[**while operating a motor vehicle on a public highway**]** including when such device is in hands-free mode, except as **[**provided in**]** permitted under subparagraph (A) of subdivision **[**(4)**]** (3) of subsection (b) of this section.

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

in violation of the provisions of subdivision (1) of subsection (b) of this section, except as permitted under subparagraph (A) of subdivision (3) of subsection (b) of this section.

(f) Except as provided in subsections (b) to (e), inclusive, of this section, no person shall (1) engage in any activity not related to the actual operation of a motor vehicle in a manner that interferes with the safe operation of such vehicle on any highway, **[**as defined in section 14-1**]** or (2) fail to maintain a proper lookout while operating a motor vehicle.

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

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

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

(j) The state shall remit to a municipality twenty-five per cent of the fine amount received for a violation of this section with respect to each summons issued by such municipality. Each clerk of the Superior Court or the Chief Court Administrator, or any other official of the Superior Court designated by the Chief Court Administrator, shall, on or before the thirtieth day of January, April, July and October in each year, certify to the Comptroller the amount due for the previous quarter under this subsection to each municipality served by the office of the clerk or

official.

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

Sec. 32. Subdivision (3) of subsection (e) of section 14-36 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(3) Before granting a license to any applicant who has not previously held a Connecticut motor vehicle operator's license, or whose Connecticut motor vehicle operator's license expired more than two years prior to the application date, the commissioner shall require the applicant to demonstrate personally to the commissioner, a deputy, a motor vehicle inspector or an agent of the commissioner, in such manner as the commissioner directs, that the applicant is a proper person to operate motor vehicles of the class for which such applicant has applied, has sufficient knowledge of the mechanism of the motor vehicles to ensure their safe operation by him or her and has satisfactory knowledge of the laws concerning motor vehicles and the rules of the road. The knowledge test of an applicant for a class D motor vehicle operator's license shall include a question concerning highway work zone safety and the responsibilities of an operator of a motor vehicle under section 14-212d. Each such knowledge test shall include not less than one question concerning distracted driving, the use of mobile **[**telephones and**]** electronic devices by motor vehicle operators or the responsibilities of motor vehicle operators under section 14-296aa, as amended by this act. If any such applicant has held a license from a state, territory or possession of the United States where a similar examination is required, the commissioner may waive part or all of the examination. If any such applicant is (A) a veteran who applies not later than two

years after the date of discharge from the military and who, prior to such discharge, held a military operator's license for motor vehicles of the same class as that for which such applicant has applied, or (B) a member of the armed forces or the National Guard who currently holds a military operator's license for motor vehicles of the same class as that for which such applicant has applied, the commissioner shall waive all of the examination, except in the case of a commercial motor vehicle license, the commissioner shall waive the driving skills test for such applicant and may, in such commissioner's discretion, waive the knowledge test for such application, provided such applicant meets the conditions set forth in 49 CFR 383.77, as amended from time to time. For the purposes of this subsection, "veteran" and "armed forces" have the same meanings as provided in section 27-103. When the commissioner is satisfied as to the ability and competency of any applicant, the commissioner may issue to such applicant a license, either unlimited or containing such limitations as the commissioner deems advisable, and specifying the class of motor vehicles which the licensee is eligible to operate.

Sec. 33. Subdivision (88) of section 14-1 of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(88) "Serious traffic violation" means a conviction of any of the following offenses: (A) Excessive speeding, involving a single offense in which the speed is fifteen miles per hour or more above the posted speed limit, in violation of section 14-218a or 14-219; (B) reckless driving in violation of section 14-222; (C) following too closely in violation of section 14-240 or 14-240a; (D) improper or erratic lane changes, in violation of section 14-236; (E) using a **[**hand-held mobile telephone or other electronic device or typing, reading or sending text or a text message with or from a mobile telephone or**]** mobile electronic device in violation of subsection (e) of section 14-296aa, as amended by this act,

while operating a commercial motor vehicle; (F) driving a commercial motor vehicle without a valid commercial driver's license in violation of section 14-36a or 14-44a; (G) failure to carry a commercial driver's license in violation of section 14-44a; (H) failure to have the proper class of license or endorsement, or violation of a license restriction in violation of section 14-44a; or (I) a violation of any provision of chapter 248, by an operator who holds a commercial driver's license or learner's permit that results in the death of another person;

Sec. 34. Subdivision (15) of subsection (a) of section 42-110x of the 2026 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2026*):

(15) "Video game console" (A) means any computing device, including, but not limited to, any console machine, handheld console device or similar device or system, that is primarily used by consumers to play video games, (B) includes, but is not limited to, the components and peripherals of any computing device described in subparagraph (A) of this subdivision, and (C) does not include any (i) general or all-purpose computing device, (ii) desktop, laptop or tablet computer, or (iii) **[**hand-held**]** mobile telephone. **[**, as defined in section 14-296aa.**]**

Sec. 35. (*Effective from passage*) (a) There is established a task force to study and make recommendations regarding parking access challenges faced by home health agencies, as defined in section 19a-490 of the general statutes, while delivering services in residential settings. Such study shall include, but need not be limited to, (1) an assessment of parking restrictions, time limits, permit requirements and enforcement practices affecting home health agencies, (2) an analysis of geographic areas in the state where parking limitations most significantly impact the delivery of home health care services, and (3) a review of parking accommodation programs in other jurisdictions, including temporary permits and designated home health agency parking and enforcement exemptions.

(b) The task force shall consist of the following members:

(1) Two appointed by the speaker of the House of Representatives, one of whom is an employee of a home health agency and one of whom has expertise in municipal parking policy or enforcement;

(2) Two appointed by the president pro tempore of the Senate, one of whom is a member of a local traffic authority of a municipality with a population of one hundred thousand or more, as determined by the most recent decennial census, and one of whom has expertise in municipal planning, transportation or urban policy;

(3) One appointed by the majority leader of the House of Representatives, who is a representative of a home health care agency, as defined in section 19a-490 of the general statutes;

(4) One appointed by the majority leader of the Senate, who is a member of a municipal parking authority;

(5) One appointed by the minority leader of the House of Representatives, who is a representative of an association representing the interests of home health agencies;

(6) One appointed by the minority leader of the Senate, who is a representative of a state-wide organization representing the interests of municipalities; and

(7) Two persons appointed by the Governor, one of whom is a representative of an organization that advocates on behalf of patients receiving home health care services and one of whom is a representative of a labor organization representing home health agency workers.

(c) Any member of the task force appointed under subdivision (1), (2), (3), (4), (5) or (6) of subsection (b) of this section may be a member of the General Assembly.

(d) All initial appointments to the task force shall be made not later than thirty days after the effective date of this section. Any vacancy shall be filled by the appointing authority.

(e) The speaker of the House of Representatives and the president pro tempore of the Senate shall select the chairpersons of the task force from among the members of the task force. Such chairpersons shall schedule the first meeting of the task force, which shall be held not later than sixty days after the effective date of this section.

(f) The administrative staff of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall serve as administrative staff of the task force.

(g) Not later than January 1, 2027, the task force shall submit a report on its findings and recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. The task force shall terminate on the date that it submits such report or January 1, 2027, whichever is later.

Sec. 36. (*Effective from passage*) (a) For the purposes of supporting the administration of section 22a-201d of the general statutes, as amended by this act, the Commissioner of Energy and Environmental Protection shall establish a working group to evaluate and make recommendations regarding the increased use of alternative fuels and technologies, including, but not limited to, biodiesel, propane and electric school buses, for use in school bus fleets in the state.

(b) The Commissioner of Energy and Environmental Protection, or the commissioner's designee, shall convene and serve as chairperson of the working group. The working group shall include the following members: (1) The Commissioners of Public Health, Education and Transportation, or the commissioners' respective designees; (2) the chief

executive officer of the Connecticut Green Bank, or the chief executive officer's designee, (3) one representative of a school transportation provider operating in the state; (4) one representative of a municipality or local or regional board of education; (5) one representative of the alternative fuels industry; (6) one representative of an environmental organization with expertise in air quality; (7) one representative of a state-wide or regional coalition with expertise in clean transportation and alternative fuel deployment; and (8) such other individuals as the commissioner deems necessary to carry out the purposes of the working group.

(c) The working group shall:

(1) Review the use of alternative fuels and technologies, including, but not limited to, biodiesel, propane and electric school buses, in school bus fleets in the state and other jurisdictions. Such review shall include identifying relevant case studies and best practices;

(2) Evaluate the technical, operational, environmental and economic considerations associated with the expanded use of alternative fuels and technologies in school bus fleets, including, but not limited to: (A) Emissions performance, including impacts on criteria air pollutants and greenhouse gas emissions; (B) fuel availability and supply constraints; (C) costs and potential cost savings, including lifecycle costs; (D) operational performance, including performance in cold weather conditions; (E) impacts on engine durability and maintenance; (F) manufacturer warranty considerations; (G) fuel procurement and contracting practices for school districts and school transportation providers; and (H) a comparative assessment of such alternative fuels and technologies, including, but not limited to, renewable diesel and zero-emission school buses, as defined in subsection (a) of section 22a-201d of the general statutes, as amended by this act;

(3) Identify pathways and barriers to the adoption of alternative fuels

and technologies in school bus fleets, including infrastructure, contractual, regulatory and economic considerations;

(4) Develop recommendations to support the increased use of biodiesel where appropriate, including potential incentive structures, funding mechanisms and procurement strategies; and

(5) Evaluate the role of alternative fuels as a transitional strategy toward the deployment of zero-emission school buses, including impacts on the state's greenhouse reduction goals established in section 22a-200a of the general statutes.

(d) Not later than February 1, 2027, the working group shall submit a report, in accordance with section 11-4a of the general statutes, to the joint standing committees of the General Assembly having cognizance of matters relating to the environment, energy and technology and transportation. Such report shall include the findings and recommendations of the working group, including any recommendations for regulatory or legislative action.

(e) The Department of Energy and Environmental Protection shall provide administrative staff support to the working group.

(f) The working group shall terminate on the date that it submits the report required under subsection (d) of this section, or February 1, 2027, whichever is later.

Sec. 37. (NEW) (*Effective from passage*) Prior to the purchase and use of a zero-emission school bus, as defined in 42 USC 16091(a)(8), as amended from time to time, each local or regional board of education shall develop and implement safety plans that (1) consider the ages and development needs of the students transported on such buses, and (2) include procedures for the evacuation of such buses in the event of a fire.

Sec. 38. Section 38 of public act 25-65 is repealed. (*Effective from passage*)