



House of Representatives

General Assembly

File No. 273

February Session, 2026

House Bill No. 5501

House of Representatives, March 31, 2026

The Committee on Planning and Development reported through REP. KAVROS DEGRAW of the 17th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT EXPANDING PERMISSIBLE USES FOR TOWN AID ROAD GRANT FUNDS.

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

1 Section 1. Section 13a-175a of the 2026 supplement to the general
2 statutes is repealed and the following is substituted in lieu thereof
3 (*Effective October 1, 2026*):

4 (a) For each fiscal year there shall be allocated twelve million five
5 hundred thousand dollars out of the funds appropriated to the
6 Department of Transportation, or from any other source, not otherwise
7 prohibited by law, to be used by the towns for (1) [for] the construction,
8 reconstruction, improvement and maintenance of highways, sections of
9 highways, bridges and structures incidental to highways and bridges,
10 including (A) construction, reconstruction, improvements and
11 maintenance intended to increase resiliency against increased
12 precipitation, flooding, sea level rise and extreme heat, and (B) the
13 plowing of snow, the sanding of icy pavements, the trimming and
14 removal of trees, the installation, replacement and maintenance of traffic
15 signs, signals and markings, (2) [for] the purchase and maintenance of

16 equipment used for the purposes described in subdivision (1) of this
 17 subsection, including, but not limited to, street sweepers, roadside
 18 mowing and vegetation management equipment, snow removal and
 19 de-icing equipment and equipment to clean catch basins, (3) traffic
 20 control and vehicular safety programs, traffic and parking planning and
 21 administration, and other purposes and programs related to highways,
 22 traffic and parking, and [(3) for] (4) the purposes of providing and
 23 operating essential public transportation services and related facilities.

24 (b) Notwithstanding the provisions of subsection (a) of this section,
 25 the Secretary of the Office of Policy and Management, in the secretary's
 26 discretion, may approve the use of funds by a town for purposes other
 27 than those enumerated in said subsection.

28 (c) Not later than September 1, 2022, and annually thereafter, each
 29 town or district that received funds pursuant to subsection (a) of this
 30 section in the preceding fiscal year shall submit a report to the
 31 Commissioner of Transportation, in the form and manner prescribed by
 32 the commissioner, detailing the amount of such funds expended in such
 33 fiscal year for each of the usages enumerated in said subsection or
 34 approved pursuant to subsection (b) of this section.

35 (d) The Secretary of the Office of Policy and Management shall reduce
 36 the grant payable to a town or district in accordance with subsection (a)
 37 of this section by ten per cent in any fiscal year that the town or district
 38 fails to timely submit the report required by subsection (c) of this
 39 section. The secretary shall waive such reduction if the town or district
 40 submits such report after the due date and provides proof of such
 41 submission to the secretary.

This act shall take effect as follows and shall amend the following sections:		
Section 1	October 1, 2026	13a-175a

PD *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note**State Impact:** None**Municipal Impact:** None**Explanation**

The bill, which expands the allowable municipal uses of Town Aid Road (TAR) funds, does not result in a fiscal impact. Since TAR funds are fully expended annually, the bill may result in a change to the purposes of grants but not the amount spent.

The Out Years**State Impact:** None**Municipal Impact:** None

OLR Bill Analysis

HB 5501

AN ACT EXPANDING PERMISSIBLE USES FOR TOWN AID ROAD GRANT FUNDS.

SUMMARY

This bill expands the purposes for which municipalities may use Town Aid Road (TAR) grants, allowing them to buy certain equipment.

Existing law allows towns to use these grants to do specified work, which includes building and maintaining highways and bridges. Under the bill, towns may also use TAR grant funds to buy and maintain equipment to do that work, such as equipment for street sweeping, roadside mowing, vegetation management, snow and ice removal, and cleaning catch basins.

Under existing law, unchanged by the bill, the Office of Policy and Management secretary may approve a town’s request to use grant funds for other purposes.

EFFECTIVE DATE: October 1, 2026

COMMITTEE ACTION

Planning and Development Committee

Joint Favorable

Yea 21 Nay 0 (03/13/2026)