

Transportation Committee JOINT FAVORABLE REPORT

Bill No: HB-5464 / [Bill Status](#) / [Public Hearing Testimony](#)

Title: AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT
OF TRANSPORTATION.

Vote Date: 3/16/2026

Vote Action: Joint Favorable Substitute

PH Date: 3/9/2026

File No.:

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SPONSORS OF BILL:

Transportation Committee
Department of Transportation

REASONS FOR BILL:

Section 1 deals with encroachment permits for anyone doing work in the state highway right-of-way. This legislation reasserts DOT's procedures and requires the utility companies that provide a service through connections in the state's right-of-way to be the entity responsible for the connections, and not the property owner.

Section 2 eliminates a provision of current law that requires the state to stop purchasing or leasing diesel-fueled buses by 2024. This ban has made it increasingly difficult for the DOT to maintain its current level of service while accommodating the mandate due to the high costs and scarcity of electric buses.

Section 3 changes statutes regarding laws stating that in order to park in charging spots the vehicle needs to be actively charging. Many individuals, especially transit commuters, are unable to move their cars once they're finished charging. This section changes the requirements from actively charging EV's to plug-in hybrid or EV's that are not actively charging at the discretion of the agency.

Section 4 modifies statute and requires 8% of parking spaces in new state facilities costing over \$100,000 be reserved for "electric vehicle capable parking spaces". The change from 20% was made to reflect the current market of electric vehicles.

Section 5 removes a provision that exempts the Port Eastside Infrastructure Improvement District in East Hartford from the jurisdiction of the Office of State Traffic Administration. This

state regulatory is responsible for making sure road safety is not infringed upon by a development. Removing the exemption ensures that the OSTA approval process takes place.

Sections 6 through 12 deal with "flex lanes", a dynamic part-time lane created within existing roadway in order to reduce congestion during peak traffic times.

Sections 13 and 14 increases the penalty for violating a Governor's travel restriction order as the current fine has not been effective enough in deterring individuals from traveling during dangerous weather situations.

SUBSTITUTE LANGUAGE (IF APPLICABLE):

The substitute language removes the first section about encroachment permits for anyone doing work in a state right-of-way in an effort to give the committee more time to deliberate on the issue. It also adds sections 14-19 which are new provisions to a DOT pilot program for speed cameras on limited access highways in order to reduce speeding in high crash areas. Lastly, the language adds a road naming in remembrance of State Representative Kevin Ryan.

RESPONSE FROM ADMINISTRATION/AGENCY:

Garrett Eucalitto, Commissioner, Connecticut Department of Transportation

Comm. Eucalitto supports HB 5464, which implements several transportation policy updates. The bill clarifies that utilities must be responsible for infrastructure and encroachment permits within the state highway right-of-way, ensuring a reliable entity is accountable for repairs or damage. It also removes the ban on purchasing diesel buses to help maintain transit service while CTDOT works toward a 30% zero-emission bus fleet by 2030, noting high costs and supply limits for electric buses. The bill adjusts EV-ready parking requirements at state facilities to 8%, allows EVs to park in charging spaces without actively charging, and restores the safety review for a major East Hartford development. It also authorizes flex lanes with automated enforcement, strengthens travel ban penalties during severe weather, and removes a redundant memorial road designation.

Ronnell Higgins, Commissioner, Department of Emergency Services and Public Protection

The Department of Emergency Services and Public Protection (DESPP) supports the goal of improving traffic flow but raises concerns about the uncertain fiscal and operational impacts of implementing dynamic part-time lanes. These lanes may require additional enforcement, specialized training, signage coordination, public education, and technology upgrades, which could increase costs and workload. DESPP also notes that Connecticut State Police staffing is already limited, and added enforcement responsibilities could strain resources. Dynamic lanes may also create enforcement challenges and increased call volume. Despite these concerns, DESPP emphasizes its strong partnership with CTDOT and remains committed to working collaboratively to address operational issues if the proposal moves forward.

NATURE AND SOURCES OF SUPPORT:

Douglas Arndt, Superintendent of Water Works, Southington Water Department

Southington Water supports the goal of consistent CTDOT standards for excavation and restoration in state highway rights-of-way but raises concerns with Section 1 of HB 5464. The utility warns the bill could complicate emergency water main repairs, create uncertainty about service line ownership, and increase liability for utilities if they must jointly apply for permits with contractors. It could also impose unclear or open-ended road restoration obligations tied to evolving CTDOT policies. Southington Water asks the committee to advance the bill only with amendments that clearly allow immediate emergency repairs, establish a single accountable permit holder, preserve existing ownership boundaries for customer service lines, define restoration responsibilities, and ensure CTDOT policies referenced in the law are clearly published and implemented.

Francis Pickering, Executive Director, Western Connecticut Council of Governments

The Western Connecticut Council of Governments (WestCOG) supports Section 2 of HB 5464, which allows Connecticut to continue purchasing diesel transit buses while maintaining the goal that 30% of buses be zero-emission by 2030. WestCOG supports transitioning to lower-emission fleets but emphasizes the need for operational flexibility due to challenges such as vehicle range, charging infrastructure, maintenance capacity, and fleet reliability. Restricting diesel purchases too quickly could increase costs and risk service disruptions. Reliable transit is critical because it reduces highway congestion, automobile travel, and emissions. WestCOG believes Section 2 balances environmental goals with practical operational needs by allowing agencies to adopt cleaner technologies while maintaining dependable and financially sustainable transit service.

Chris Reilly, Port Eastside Development

Chris Reilly, representing the Port Eastside development team, supports Section 5 of HB 5464, which restores Office of the State Traffic Administration (OSTA) review for improvements related to the Port Eastside Infrastructure Improvement District in East Hartford. The project aims to transform an underutilized section of the Connecticut River into a mixed-use district with housing, commercial space, jobs, public amenities, and waterfront access, strengthening the local economy and tax base. Reilly states that restoring OSTA oversight will enhance transportation safety and ensure compliance with state and federal standards without delaying the project. The development is expected to create jobs, attract investment, modernize infrastructure, and expand public access to the riverfront, supporting long-term economic growth for East Hartford.

Michelle Gilman, Commissioner, Department of Administrative Services

Section 4 of the bill updates state law regarding EV-capable parking spaces at new state facilities, establishing requirements for electric vehicle infrastructure and planning responsibilities for state agencies. The Department of Administrative Services (DAS) and CTDOT collaborated to review the language to ensure it remains flexible, practical, and feasible for construction and project delivery. DAS supports continued discussion with the committee and other agencies to address any technical concerns and refine the proposal as needed.

NATURE AND SOURCES OF OPPOSITION:

James Berardino, Legislative Director, CT Council of Small Towns

Municipal water systems and sewer rules traditionally assign water service line responsibility to municipalities only up to the property line, while customers own and maintain lines from the curb stop to their building, and property owners maintain sewer laterals. HB 5464 would shift

responsibility for repairing and maintaining customer-owned lines within the State Right of Way (SROW) to municipalities or utilities, creating significant costs and an unfunded mandate for towns and taxpayers. The bill would also shift encroachment permit enforcement and inspections from CTDOT to municipalities, increasing administrative burdens and potential liability for contractor work outside municipal control. COST argues the current CTDOT oversight system has worked effectively for decades and urges lawmakers to oppose Section 1 of HB 5464.

Nicholetta Blevins, Government & Public Relations Manager, South Central Connecticut Regional Water Authority

The South Central Connecticut Regional Water Authority (RWA) opposes proposed legislation requiring it to file encroachment permits for work in the State Right of Way involving privately owned water service connections. Under RWA rules, customers own service laterals from the water main to their property, while RWA maintains only the section from the curb valve to the main. Historically, customer-selected contractors handled CTDOT permits, bonding, installation, and restoration. Requiring RWA to sign permits for infrastructure it does not own creates liability concerns and departs from long-standing practices. RWA warns the change could confuse ownership responsibilities, misalign liability, and limit customer choice, and urges development of a clearer permitting framework with CTDOT and the legislature.

Randy Collins, Assoc. Director of Public Policy, CCM

The Connecticut Conference of Municipalities (CCM) opposes Section 1 of HB 5464, arguing it creates an unfunded mandate by shifting responsibility for inspections and permit enforcement in state rights-of-way from the state to municipalities and utilities. The bill would also require municipalities—not property owners or contractors—to obtain encroachment permits. CCM warns this would add significant administrative and operational burdens, potentially requiring new staff and equipment, increasing costs for towns and ultimately raising property taxes for residents.

Peter Cyr, Program Manager, Clean Transportation Communities

The testimony opposes lines 63-64 allowing the Department of Transportation to purchase diesel buses, arguing diesel exhaust is linked to asthma, cardiovascular disease, and developmental problems. It recommends allowing hybrid or zero-emission buses, noting cleaner alternatives are becoming cost-competitive. The testimony also opposes weakening EV readiness requirements for new state facilities from 20% charging spaces to 8% EV-capable spaces, warning that retrofitting chargers later is far more expensive and that state policy should lead the transition to cleaner transportation.

In addition, 15 other water authorities, municipalities, and other groups oppose this bill

Reported by: Cindy Panioto

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