



House of Representatives

File No. 749

General Assembly

February Session, 2026

(Reprint of File No. 418)

Substitute House Bill No. 5464
As Amended by House Amendment
Schedules "A", "B", "E" and "F"

Approved by the Legislative Commissioner
April 30, 2026

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:

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2 repealed and the following is substituted in lieu thereof (*Effective from*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

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

6 [(2)] On and after January 1, 2024, the state shall cease to procure,

7 purchase or lease any diesel-fueled transit bus.]

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9 repealed and the following is substituted in lieu thereof (*Effective from*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

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

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 Section 4b-77 of the general statutes is repealed and the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

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

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

39 (c) Not later than January 1, 2029, and every three years thereafter,
40 the Commissioners of Administrative Services, Transportation and
41 Energy and Environmental Protection shall jointly submit
42 recommendations, in accordance with the provisions of section 11-4a,
43 regarding the electric vehicle capable parking space requirements
44 established in subsection (b) of this section to the joint standing
45 committees of the General Assembly having cognizance of matters
46 relating to government administration, transportation and the
47 environment. Such recommendations shall propose an appropriate
48 requirement for future electric vehicle charging infrastructure at new
49 state facilities. In proposing such appropriate requirement, the
50 commissioners shall consider: (1) The current public prevalence of
51 electric vehicles and the market conditions for purchasing such vehicles;
52 (2) the expected future growth in electric vehicle ownership by state
53 employees and the public; (3) the current and future utilization of
54 electric vehicle charging spaces at state facilities; (4) similar
55 requirements for new construction in neighboring states and in
56 nationally recognized model building codes; and (5) the state goals for
57 the reduction of pollution from the transportation sector, including, but
58 not limited to, the reduction of greenhouse gas emissions.

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

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

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

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

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

92 (c) Any application for an approval for district improvements
93 required by any applicable provision of the general statutes shall be
94 submitted to the commissioner having jurisdiction as provided in this
95 subsection. The commissioner shall, to the extent practicable in the
96 discretion of the commissioner, adopt a master process to consider
97 multiple licenses, permits, approvals and administrative actions
98 pursuant to this section. Unless denied by the commissioner, any license
99 or permit shall be issued, approval shall be granted as requested and
100 administrative action shall be taken not later than ten business days
101 after the date of submission of any such application unless a hearing is
102 required to be held concerning such application. Such application shall
103 be deemed granted as requested on the eleventh business day after a
104 hearing is held on such application unless the commissioner has denied
105 such application or approved such application with conditions. Any

106 requirement for a permit or inspection by the State Building Inspector
107 or State Fire Marshal shall be satisfied if the district obtains a
108 certification from an engineer or other appropriate professional duly
109 certified or licensed in the state certifying that the work in connection
110 with the district improvements, to the extent such work is subject to
111 approval by the State Building Inspector or State Fire Marshal, is in
112 compliance with the State Building Code or fire code and safety
113 regulations, as applicable.

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

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

125 (f) In rendering a decision on any application for an approval for
126 district improvements, a commissioner shall weigh all competent
127 material and substantial evidence presented by the applicant and the
128 public. The commissioner shall issue written findings and
129 determinations upon which any such decision is based. Such findings
130 and determinations shall consist of evidence presented, including such
131 information as the commissioner deems appropriate, provided such
132 information, to the extent applicable, relates to any major adverse health
133 or environmental impact of the overall district improvements. The
134 commissioner may reverse or modify any order or action at any time
135 upon the commissioner's own motion. The procedure for such reversal
136 or modification shall be the same as the procedure for the original
137 proceeding.

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

168 (h) (1) In an appeal pursuant to subsection (g) of this section, the court
169 shall not substitute its judgment for that of the commissioner as to the
170 weight of the evidence presented on a question of fact. The court shall
171 affirm the decision of the commissioner unless the court finds that

172 substantial rights of the party appealing the decision have been
173 materially prejudiced because the administrative findings, inferences,
174 conclusions or decisions of the commissioner are: (A) In violation of
175 constitutional or statutory provisions, (B) in excess of the statutory
176 authority of the commissioner, (C) made upon unlawful procedure, (D)
177 affected by an error of law, (E) clearly erroneous in view of the reliable,
178 probative and substantial evidence on the whole record, or (F) arbitrary,
179 capricious or characterized by abuse of discretion or clearly
180 unwarranted exercise of discretion.

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

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

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

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

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

202 (3) "Vendor" means a person selected by the department (A) to

203 provide services to the department described in sections 6 to 10,
204 inclusive, of this act; (B) who operates, maintains, leases or licenses a
205 dynamic part-time lane control system; or (C) who is authorized to
206 review and assemble the recorded images captured by the dynamic
207 part-time lane control system;

208 (4) "Dynamic part-time lane control system" means a device having
209 one or more motor vehicle sensors connected to a camera system
210 capable of producing recorded images that indicate the date, time and
211 location of the image of each motor vehicle allegedly operating in
212 violation of section 6 of this act or an ordinance adopted under section
213 10 of this act;

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

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

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

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

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

227 (b) The Office of the State Traffic Administration may designate any
228 lane or shoulder of a highway as a dynamic part-time lane to be used (1)
229 as a high occupancy vehicle lane, (2) as a dedicated lane for bus rapid
230 transit or other motor or service bus usage, (3) as a dedicated lane for
231 authorized emergency vehicles responding to an emergency call, (4) to
232 redirect an opposing lane of a highway into a one-way lane, or (5) as is

233 necessary to maintain the function of the state's highway system. The
234 office may adopt regulations, in accordance with the provisions of
235 chapter 54 of the general statutes, to implement the provisions of this
236 subsection.

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

246 (d) A dynamic part-time lane control system may be used provided
247 (1) such system is operated by a dynamic part-time lane control system
248 operator, (2) if, in accordance with the manual of uniform traffic control
249 devices as approved and revised by the Office of the State Traffic
250 Administration, at least two conspicuous road signs are placed at a
251 reasonable distance in advance of a dynamic part-time lane, (3) the first
252 road sign described in subdivision (2) of this subsection indicates the
253 reason said office designated such lane as a dynamic part-time lane, (4)
254 the second road sign described in subdivision (2) of this subsection
255 indicates that the dynamic part-time lane control system is operational
256 or is not operational, (5) an appropriate sign is conspicuously placed at
257 the end of a highway dynamic part-time lane with a dynamic part-time
258 lane control system that is operational, and (6) a notice identifying the
259 location of a dynamic part-time lane control system is available on the
260 Internet web site of the department.

261 (e) The Department of Transportation may (1) enter into agreements
262 with vendors for the design, operation or maintenance, or any
263 combination thereof, of dynamic part-time lane control systems, and (2)
264 retain and employ consultants and assistants on a contract or other basis
265 for rendering legal, financial, professional, technical or other assistance

266 and advice necessary for the design, operation and maintenance of
267 dynamic part-time lane control systems. If a vendor provides, deploys
268 or operates a dynamic part-time lane control system, the vendor's fee
269 may not be contingent on the number of violations issued or fines paid
270 pursuant to the provisions of section 6 of this act or an ordinance
271 adopted under section 10 of this act.

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

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

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

293 (3) When a dynamic part-time lane is used as a dedicated lane for an
294 authorized emergency vehicle responding to an emergency pursuant to
295 section 5 of this act, no person may operate a motor vehicle in such
296 dynamic part-time lane unless such person is (A) operating an
297 authorized emergency vehicle responding to an emergency call, or (B)

298 obeying the direction of a law enforcement officer.

299 (4) When a dynamic part-time lane is used as a dedicated lane to
300 redirect an opposing lane of a highway into a one-way lane or to
301 maintain the function of the state's highway system pursuant to section
302 5 of this act, no person may operate a motor vehicle in such dynamic
303 part-time lane unless such person is obeying the direction indicated by
304 an official traffic control device or the direction of a law enforcement
305 officer.

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

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

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

329 Sec. 7. (NEW) (*Effective January 1, 2027*) (a) (1) Whenever a dynamic

330 part-time lane control system detects and produces recorded images of
331 a motor vehicle allegedly committing a violation of section 6 of this act,
332 a sworn member or authorized member of the Division of State Police
333 within the Department of Emergency Services and Public Protection
334 shall review the recorded images provided by such system. Whenever
335 a dynamic part-time lane control system detects and produces recorded
336 images of a motor vehicle allegedly committing a violation of an
337 ordinance adopted by a municipality under section 10 of this act, a
338 sworn member or employee of the municipality's police department or
339 an employee of the municipality designated by the traffic authority of
340 such municipality shall review the recorded images provided by such
341 system.

342 (2) If, after the review conducted pursuant to subdivision (1) of this
343 subsection, such member or employee determines that there are
344 reasonable grounds to believe that a violation has occurred, such
345 member or employee may issue a notice of violation for the alleged
346 violation. Such notice of violation shall be sworn or affirmed by such
347 member or employee and shall be prima facie evidence of the facts
348 contained in the notice. Such notice of violation shall include written
349 verification that the dynamic part-time lane control system was
350 operating correctly at the time of the alleged violation and specify the
351 date of the most recent inspection that confirms the dynamic part-time
352 lane control system to be operating properly.

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

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

375 (b) A dynamic part-time lane control system shall undergo an annual
376 calibration check performed at a calibration laboratory. The calibration
377 laboratory shall issue a signed certificate of calibration after the annual
378 calibration check. Such signed certificate of calibration shall be kept on
379 file and admitted as evidence in any court proceeding for an alleged
380 violation of section 6 of this act or in any hearing conducted pursuant to
381 section 7-152c of the general statutes, as amended by this act, as
382 applicable.

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

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

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

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

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

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

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

427 (j) An owner who receives a notice of violation of section 6 of this act
428 pursuant to the provisions of this section shall follow the procedures set

429 forth in section 51-164n of the general statutes, as amended by this act.
430 The provisions of this subsection shall not apply to an owner who is
431 alleged to have violated an ordinance adopted under section 10 of this
432 act.

433 Sec. 8. (NEW) (*Effective January 1, 2027*) (a) The Department of Motor
434 Vehicles shall provide the Department of Transportation and any
435 vendor with information regarding the owner of a motor vehicle
436 identified by a part-time lane control system as allegedly violating the
437 provisions of section 6 of this act or an ordinance adopted under section
438 10 of this act. Such information shall include, but need not be limited to,
439 the make and number plate of such motor vehicle and the name and
440 address of the owner of such motor vehicle.

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

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

453 (b) No personally identifiable information shall be stored or retained
454 by the department, a municipality or a vendor unless such information
455 is necessary for the collection and enforcement of the fines imposed
456 pursuant to section 6 of this act or an ordinance adopted under section
457 10 of this act.

458 (c) The department, a municipality or a vendor shall destroy
459 personally identifiable information and other data that specifically
460 identifies a motor vehicle and relates to a violation of section 6 of this

461 act or an ordinance adopted under section 10 of this act not later than
462 thirty days after any fine is imposed or the resolution of a trial or hearing
463 conducted for the alleged commission of such violation, whichever is
464 later, except the department, a municipality or a vendor may retain a
465 portion of personally identifiable information for the limited purpose of
466 determining whether a person committed a second or subsequent
467 violation of said section or such ordinance. The department,
468 municipality or vendor shall destroy any retained portion of personally
469 identifiable information not later than one year after the date of such
470 person's most recent violation.

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

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

482 (b) Any ordinance adopted under this section shall specify the
483 following: (1) That an owner of a motor vehicle commits a violation of
484 the ordinance if the person operating such motor vehicle does so in
485 violation of subsection (a) of section 6 of this act and such operation is
486 detected by a dynamic part-time lane control system operated by the
487 Department of Transportation on behalf of the municipality; (2) a fine,
488 if any, to be imposed against the owner of a motor vehicle committing a
489 violation of such ordinance, provided the amount of such fine is not
490 more than seventy-five dollars for a first violation and not more than
491 two hundred dollars for a second or subsequent violation that occurs
492 within one year of the date of such owner's most recent violation; (3) the
493 payment of any such fine may be made by electronic means; and (4) the

494 defenses available to the owner of a motor vehicle allegedly committing
495 a violation of such ordinance, which shall include, but need not be
496 limited to, the defenses listed in subsection (i) of section 7 of this act.
497 Any subsequent violation occurring more than one year after such
498 owner's most recent violation shall be considered a first violation.

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

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

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

510 Sec. 11. Subsection (c) of section 7-152c of the general statutes is
511 repealed and the following is substituted in lieu thereof (*Effective January*
512 *1, 2027*):

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

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

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

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

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

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

548 (b) Notwithstanding any provision of the general statutes, any person
549 who is alleged to have committed (1) a violation under the provisions of
550 section 1-9, 1-10, 1-11, 2-71h, 3-6a, as amended by this act, 4b-13, 7-13, 7-
551 14, 7-35 or 7-41, subsection (c) of section 7-66, section 7-83, 7-147h, 7-148,
552 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-185, 10-193, 10-
553 197, 10-198, 10-230, 10-251, 10-254, 10a-35, 12-52, 12-54, 12-129b or 12-
554 170aa, subdivision (3) of subsection (e) of section 12-286, section 12-286a,
555 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision
556 (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-476c,
557 12-487, 13a-26b, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b,

558 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-253, 13a-263 or 13b-39f,
559 subsection (f) of section 13b-42, section 13b-90 or 13b-100, subsection (a)
560 of section 13b-108, section 13b-221 or 13b-292, subsection (a) or (b) of
561 section 13b-324, section 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or
562 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414 or
563 14-4, subdivision (2) of subsection (a) of section 14-12, subsection (d) of
564 section 14-12, subsection (f) of section 14-12a, subsection (a) of section
565 14-15a, section 14-16c, 14-20a or 14-27a, subsection (f) of section 14-34a,
566 subsection (d) of section 14-35, section 14-43, 14-44j, 14-49, 14-50a, 14-58
567 or 14-62a, subsection (b) of section 14-66, section 14-66a or 14-67a,
568 subsection (g) of section 14-80, as amended by this act, subsection (f) or
569 (i) of section 14-80h, section 14-97a or 14-98, subsection (a), (b) or (d) of
570 section 14-100a, section 14-100b, 14-103a, 14-106a, 14-106c, 14-145a, 14-
571 146, 14-152, 14-153, 14-161 or 14-163b, subsection (f) of section 14-164i,
572 section 14-213b or 14-219, subdivision (1) of section 14-223a, subsection
573 (d) of section 14-224, section 14-240 or 14-250, subdivision (2) of
574 subsection (e) of section 14-251, section 14-253a, 14-261a, 14-262, 14-264,
575 14-266, 14-267a, 14-269, 14-270, 14-272b, 14-274, 14-275 or 14-275a,
576 subsection (c) of section 14-275c, section 14-276, subsection (a) or (b) of
577 section 14-277, section 14-278, 14-279 or 14-280, subsection (b), (e) or (h)
578 of section 14-283, section 14-283d, 14-283e, 14-283f, 14-283g, 14-289l, 14-
579 291, 14-293b, 14-296aa, as amended by this act, 14-298a, 14-300, 14-300d,
580 14-300f, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a,
581 subdivision (1), (2) or (3) of section 14-386a, section 15-15e, 15-25 or 15-
582 33, subdivision (1) of section 15-97, subsection (a) of section 15-115,
583 section 16-15, 16-16, 16-44, 16-256e, 16-278 or 16a-15, subsection (a) of
584 section 16a-21, section 16a-22, subsection (a) or (b) of section 16a-22h,
585 section 16a-106, 17a-24, 17a-145, 17a-149 or 17a-152, subsection (b) of
586 section 17a-227, section 17a-465, subsection (c) of section 17a-488, section
587 17b-124, 17b-131, 17b-137, 19a-33, 19a-39 or 19a-87, subsection (b) of
588 section 19a-87a, section 19a-91, 19a-102a, 19a-102b, 19a-105, 19a-107,
589 19a-113, 19a-215, 19a-216a, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287,
590 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340,
591 19a-425, 19a-442, 19a-502, 19a-565, 20-7a, 20-14, 20-153a, 20-158, 20-231,
592 20-233, 20-249, 20-257, 20-265, 20-324e, 20-329c or 20-329g, subsection (b)

593 of section 20-334, section 20-341l, 20-366, 20-482, 20-597, 20-608, 20-610,
594 20-623, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48 or 21-63, subsection (d) of
595 section 21-71, section 21-76a or 21-100, subsection (c) of section 21a-2,
596 subdivision (1) of section 21a-19, section 21a-20 or 21a-21, subdivision
597 (1) of subsection (b) of section 21a-25, section 21a-26, subsection (a) of
598 section 21a-37, section 21a-46, 21a-61, 21a-63, 21a-70b or 21a-77,
599 subsection (b) or (c) of section 21a-79, section 21a-85 or 21a-154,
600 subdivision (1) of subsection (a) of section 21a-159, section 21a-278b,
601 subsection (c), (d) or (e) of section 21a-279a, section 21a-415a, 21a-
602 421eee, 21a-421fff or 21a-421hhh, subsection (a) of section 21a-430,
603 section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-30, 22-34, 22-35, 22-
604 36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61l, subdivision (1) of
605 subsection (n) of section 22-61l, subsection (f) of section 22-61m,
606 subdivision (1) of subsection (f) of section 22-61m, section 22-84, 22-89,
607 22-90, 22-96, 22-98, 22-99, 22-100 or 22-111o, subsection (d) of section 22-
608 118l, section 22-167, subsection (c) of section 22-277, section 22-278, 22-
609 279, 22-280a, 22-318a, 22-320h, 22-324a or 22-326, subsection (b),
610 subdivision (1) or (2) of subsection (e) or subsection (g) of section 22-344,
611 subsection (a) or (b) of section 22-344b, subsection (d) of section 22-344d,
612 section 22-344f, 22-350a, 22-354, 22-359, 22-366, 22-391, 22-413, 22-414,
613 22-415, 22-415c, 22a-66a or 22a-246, subsection (a) of section 22a-250,
614 section 22a-256g, subsection (e) of section 22a-256h, section 22a-363 or
615 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449,
616 22a-450, 22a-461, 23-4b, 23-38, 23-45, 23-46 or 23-61b, subsection (a) or
617 subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40,
618 subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-
619 21, 26-31, 26-40, 26-40a, 26-42, 26-43, 26-49, 26-54, 26-55, 26-56, 26-58 or
620 26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64,
621 subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94,
622 26-97, 26-98, 26-104, 26-105, 26-107, 26-114a, 26-117, subsection (b) of
623 section 26-127, 26-128, 26-128a, 26-131, 26-132, 26-138, 26-139 or 26-141,
624 subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-
625 224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-231, 26-
626 232, 26-244, 26-257a, 26-260, 26-276, 26-280, 26-284, 26-285, 26-286, 26-
627 287, 26-288, 26-290, 26-291a, 26-292, 26-294, 27-107, 28-13, 29-6a, 29-16,

628 29-17, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e), (g) or
629 (h) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of
630 section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section
631 29-291c, section 29-316 or 29-318, subsection (b) of section 29-335a,
632 section 29-381, 30-19f, 30-48a or 30-86a, subsection (b) of section 30-89,
633 subsection (c) or (d) of section 30-117, section 31-3, 31-10, 31-11, 31-12,
634 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-47 or
635 31-48, subsection (b) of section 31-48b, section 31-51, 31-51g, 31-52, 31-
636 52a, 31-53 or 31-54, subsection (a) or (c) of section 31-69, section 31-70,
637 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-
638 273, section 31-288, 31-348, 33-624, 33-1017, 34-13d or 34-412,
639 subdivision (1) of section 35-20, subsection (a) of section 36a-57,
640 subsection (b) of section 36a-665, section 36a-699, 36a-739, 36a-787, 38a-
641 2 or 38a-140, subsection (a) or (b) of section 38a-278, section 38a-479qq,
642 38a-479rr, 38a-506, 38a-548, 38a-626, 38a-680, 38a-713, 38a-733, 38a-764,
643 38a-786, 38a-828, 38a-829, 38a-885, 42-133hh, 42-470 or 42-480,
644 subsection (a) or (c) of section 43-16q, section 45a-283, 45a-450, 45a-634
645 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46a-
646 81b, 46b-22, 46b-24, 46b-34, 46b-38d, 47-34a, 47-47 or 47-53, subsection
647 (i) of section 47a-21, subdivision (1) of subsection (k) of section 47a-21,
648 section 49-2a, 49-8a, 49-16, 52-143 or 52-289, subsection (j) of section 52-
649 362, section 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-
650 290a, 53-302a, 53-303e, 53-311a, 53-314, 53-321, 53-322, 53-323 or 53-331,
651 subsection (b) of section 53-343a, section 53-344, subsection (b) or (c) of
652 section 53-344b, subsection (b) of section 53-345a, section 53-377, 53-422
653 or 53-450, [or] subsection (i) of section 54-36a or section 6 of this act, or
654 (2) a violation under the provisions of chapter 268, or (3) a violation of
655 any regulation adopted in accordance with the provisions of section 12-
656 484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or
657 bylaw of any town, city or borough, except violations of building codes,
658 the health code or an ordinance described in subdivision (5) of this
659 subsection, for which the penalty exceeds ninety dollars but does not
660 exceed two hundred fifty dollars, unless such town, city or borough has
661 established a payment and hearing procedure for such violation
662 pursuant to section 7-152c, as amended by this act, or (5) a violation of

663 any ordinance adopted by a town, city or borough pursuant to section
664 14-224a, 14-390 or 14-390m for which the penalty does not exceed two
665 thousand dollars, unless such town, city or borough has established a
666 payment and hearing procedure for such violation pursuant to section
667 7-152c, as amended by this act, shall follow the procedures set forth in
668 this section.

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

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

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

684 (b) Such guidelines shall include, but need not be limited to,
685 provisions addressing (1) the safety of the traveling public; (2) general
686 roadside vegetation management activities performed by the
687 department, including, but not limited to, mowing, herbicide
688 application, grassing, replanting with native species whenever
689 practicable, limb management, tree removal and debris removal; (3)
690 beautification, enhancements and the effect on scenic roads designated
691 pursuant to section 13b-31c; (4) visibility enhancement; and (5) the
692 environmental impact of such work, including (A) preventing invasive
693 tree, brush or plant species' growth and impact, (B) storm water run-off,
694 (C) erosion, (D) replanting of vegetation species to expand and improve

695 pollinator habitats, as described in section 22-90b, and (E) reduced
696 mowing. Such guidelines shall apply to construction projects financed,
697 in whole or in part, with federal funds to the extent such guidelines do
698 not conflict with federal laws and regulations.

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

703 (d) [On or before January 1, 2024] Not later than February 1, 2027, the
704 Commissioner of Transportation shall consider the results of the study
705 and recommendations conducted pursuant to section 63 of public act
706 24-151, as amended by this act, by the Department of Natural Resources
707 and the Environment at The University of Connecticut concerning the
708 carbon sequestration by trees and other vegetation along highways and
709 other areas in the state, and determine the need, if any, for revisions to
710 the guidelines adopted pursuant to subsection (a) of this section. If the
711 commissioner determines a revision to such guidelines is not warranted,
712 the commissioner shall submit a report, in accordance with the
713 provisions of section 11-4a, to the joint standing committees of the
714 General Assembly having cognizance of matters relating to
715 transportation and the environment explaining the reasons for such
716 determination. If the commissioner revises such guidelines in response
717 to the results of such study, the commissioner shall submit such revised
718 guidelines to [the] such joint standing committees, [of the General
719 Assembly having cognizance of matters relating to transportation and
720 the environment,] in accordance with the provisions of section 11-4a.
721 [The] Such joint standing committees [shall] may hold a joint public
722 hearing on such revised guidelines and the commissioner shall present
723 such revised guidelines at the public hearing, if any.

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

726 (a) The Department of Transportation shall provide a grant from

727 available resources to the Department of Natural Resources and the
728 Environment at The University of Connecticut for the purpose of
729 studying the carbon sequestration by trees and other vegetation along
730 highways and other areas in the state.

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

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

743 (NEW) (8) "Telemetric monitoring" means the continuous, automated
744 collection and evaluation of operational and system performance data
745 that is generated by a digital network during a prearranged ride.

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

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

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

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

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

766 (2) After a potential transportation network company rider submits a
767 request for a prearranged ride, the transportation network company
768 shall display to the rider through its digital network: [a] (A) A picture
769 of the transportation network company driver and the license plate
770 number of the transportation network company vehicle that will be
771 used to provide the prearranged ride before the rider enters such
772 vehicle, and (B) a notification identifying any safety features available
773 through the digital network that may be used during a prearranged
774 ride. Each transportation network company shall, at a minimum,
775 provide the following safety features: (i) A location sharing feature that
776 allows a rider to share information about a prearranged ride with a third
777 party, (ii) an emergency assistance interface or other means to contact a
778 public safety answering point, as defined in section 28-25, during a
779 prearranged ride, (iii) an optional audio recording feature that may be
780 utilized during a prearranged ride, provided such feature includes
781 notice to the driver and is implemented in compliance with applicable
782 state and federal laws governing the recording of communications, and
783 (iv) the availability of support and resources twenty-four hours a day to
784 manage any incidents, accidents or emergencies that occur during a
785 prearranged ride.

786 (3) On each offer for a prearranged ride presented to a transportation
787 network company driver, the transportation network company shall
788 demarcate on any such offer whether the potential transportation
789 network company rider requesting such prearranged ride, or the third
790 party requesting a prearranged ride on behalf of a potential rider, has

791 been verified by the company. The company shall designate an
792 individual as verified if the company has authenticated the individual's
793 identity through the submission of a valid photograph, the comparison
794 of the individual's account information with records maintained by
795 another party or any other method that reasonably enables the company
796 to confirm the identity of the individual. A driver's decision to decline
797 an offer for a prearranged ride where the potential rider or requesting
798 third party is not designated as verified shall not, by itself, constitute
799 grounds for suspension, deactivation or other disciplinary action
800 against the driver by the company.

801 [(3)] (4) A transportation network company driver shall display on a
802 transportation network company vehicle a removable decal at all times
803 when the driver is connected to a digital network or is engaged in the
804 provision of a prearranged ride. Such decal shall be: (A) Issued by the
805 transportation network company; (B) sufficiently large so as to be
806 readable during daylight hours at a distance of at least fifty feet; (C)
807 reflective, illuminated or otherwise visible in darkness; and (D)
808 displayed on the passenger side of the transportation network company
809 vehicle if such decal is illuminated.

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

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

821 (c) (1) A transportation network company shall adopt, maintain and
822 enforce a policy of nondiscrimination on the basis of the age, color,

823 creed, destination, intellectual or physical disability, national origin,
824 race, sex, sexual orientation or gender identity with respect to
825 transportation network company riders, potential transportation
826 network company riders and transportation network company drivers.
827 A transportation network company shall notify all drivers who use the
828 company's digital network of such policy.

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

833 (3) A transportation network company shall adopt, maintain and
834 enforce a service animal nondiscrimination policy. Such policy, at a
835 minimum, shall: (A) Prohibit any transportation network company
836 driver using the company's digital network from canceling or refusing
837 to provide a prearranged ride to a potential rider on the basis that the
838 rider is accompanied by a service animal, regardless of any allergy, fear
839 or religious or cultural objection to such service animal, (B) require the
840 company to display, through its digital network, an option to a potential
841 rider to (i) disclose before a prearranged ride that such potential rider is
842 accompanied by a service animal, and (ii) report any instance in which
843 a driver cancels or refuses to provide a prearranged ride to such
844 potential rider in violation of applicable laws relating to the
845 accommodation of service animals and the company's service animal
846 nondiscrimination policy, (C) require the company, through its digital
847 network, to notify any driver who attempts to cancel or refuse to
848 provide a prearranged ride to a potential rider who has disclosed that
849 such potential rider is accompanied by a service animal that any such
850 cancellation or refusal may (i) violate applicable laws relating to the
851 accommodation of service animals and the company's service animal
852 nondiscrimination policy, and (ii) result in a permanent ban from
853 accessing the company's digital network, (D) require the company to
854 investigate and respond to each reported instance of a driver canceling
855 or refusing a prearranged ride on the basis that the rider is accompanied
856 by a service animal and to maintain records of such reports and the

857 company's investigation and response for a period of not less than three
858 years from the date of the reported cancellation or refusal, (E) require
859 the company to permanently ban a driver from accessing the company's
860 digital network if a driver violates the company's service animal
861 nondiscrimination policy, and (F) require the company, through its
862 digital network, to provide periodic reminders to drivers with an active
863 account on such digital network of the rights of riders with disabilities
864 and the applicability of laws relating to the accommodation of service
865 animals.

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

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

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

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

885 (3) Disclose to such individual, electronically or in writing, (A) the
886 insurance coverage, including the types of coverage and any coverage
887 limits, that the company provides while a transportation network
888 company driver is connected to the company's digital network or is

889 engaged in the provision of a prearranged ride, and (B) that a
890 transportation network company driver's personal automobile
891 insurance policy might not provide coverage while such driver is
892 connected to the company's digital network, available to receive a
893 request for a prearranged ride or engaged in the provision of a
894 prearranged ride; and

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

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

921 (2) A transportation network company shall provide, and require

922 each transportation network company driver to complete, an annual
923 training concerning sexual assault prevention and driver education.
924 Such training shall include information regarding the prevention,
925 identification and reporting of sexual assault and instruction regarding
926 appropriate interactions with transportation network company riders.

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

952 (2) An individual who is permitted to act as a transportation network
953 company driver shall report to the transportation network company not
954 later than twenty-four hours after the occurrence of any of the following:
955 (A) The commission of a fourth moving violation, as defined in section

956 14-111g, during the past three years; (B) the commission of one serious
957 traffic violation, as defined in section 14-1, as amended by this act; (C)
958 the suspension of his or her motor vehicle operator's license pursuant to
959 section 14-227b; (D) the conviction of driving under the influence of
960 drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to
961 commit a felony, acts of violence or acts of terror; (E) inclusion in the
962 state sexual offenders registry or the United States Department of Justice
963 National Sex Offender Public Website; (F) failure to possess an
964 operator's license; or (G) failure to possess proof of registration for a
965 transportation network company vehicle. Each transportation network
966 company that receives a report pursuant to this subdivision or becomes
967 aware of such occurrence shall prohibit the individual from acting as a
968 transportation network company driver on the company's digital
969 network until the individual meets the qualifications of this section to
970 be a transportation network company driver.

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

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

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

999 (3) The company shall maintain all records related to the enforcement
1000 of such policy for a period of not less than three years from the date that
1001 a complaint by a rider is received by the company.

1002 (e) A transportation network company shall adopt a policy that
1003 prohibits a transportation network company driver from providing a
1004 prearranged ride when such driver's ability to operate a transportation
1005 network company motor vehicle is impaired by illness, fatigue or any
1006 other condition that would likely preclude safe operation of such
1007 vehicle.

1008 (f) A transportation network company driver shall: (1) Comply with
1009 all applicable laws regarding nondiscrimination against transportation
1010 network company riders or potential transportation network company
1011 riders on the basis of age, color, creed, destination, intellectual or
1012 physical disability, national origin, race, sex, sexual orientation or
1013 gender identity; (2) comply with all applicable laws relating to the
1014 accommodation of service animals and accommodate service animals
1015 without imposing additional charges for such accommodation; (3)
1016 comply with the policies adopted by the transportation network
1017 company pursuant to subdivision (1) of subsection (c) of section 13b-
1018 118, as amended by this act, and subsections (d) and (e) of this section;
1019 (4) not impose additional charges for providing prearranged rides to
1020 persons with physical disabilities because of such disabilities; and (5)
1021 not solicit or accept a request for transportation unless the request is
1022 accepted through the transportation network company's digital

1023 network. [For the purposes of this subsection, "service animal" has the
1024 same meaning as provided in section 22-345.]

1025 (g) (1) Any person who holds himself or herself out to be a
1026 transportation network company driver who is not permitted by a
1027 transportation network company to use its digital network shall be
1028 guilty of a class B misdemeanor.

1029 (2) The state shall remit to a municipality fifty per cent of the fine
1030 amount received for a violation of subdivision (1) of this subsection with
1031 respect to each summons issued by such municipality. Each clerk of the
1032 Superior Court or the Chief Court Administrator, or any other official of
1033 the Superior Court designated by the Chief Court Administrator, shall,
1034 on or before the thirtieth day of January, April, July and October in each
1035 year, certify to the Comptroller the amount due for the previous quarter
1036 under this subsection to each municipality served by the office of the
1037 clerk or official.

1038 (h) (1) A transportation network company vehicle shall (A) have four
1039 doors; (B) not be older than twelve model years old; and (C) be designed
1040 to transport no more than eight passengers, including the driver.

1041 (2) Before any motor vehicle is used by a transportation network
1042 company driver as a transportation network company vehicle, and
1043 every two years thereafter, the driver shall certify to the transportation
1044 network company that the following equipment is in good working
1045 order: (A) Foot brakes; (B) emergency brakes; (C) steering mechanism;
1046 (D) windshield; (E) rear window and other glass; (F) windshield wipers;
1047 (G) headlights; (H) tail lights; (I) turn indicator lights; (J) brake lights;
1048 (K) front seat adjustment mechanism; (L) doors; (M) horn; (N)
1049 speedometer; (O) bumpers; (P) muffler and exhaust system; (Q)
1050 condition of tires, including tread depth; (R) interior and exterior
1051 rearview mirrors; and (S) seat safety belts and air bags for driver and
1052 passengers. The transportation network company shall maintain such
1053 certification for not less than three years.

1054 Sec. 21. Subsection (e) of section 13b-117 of the 2026 supplement to

1055 the general statutes is repealed and the following is substituted in lieu
1056 thereof (*Effective January 1, 2027*):

1057 (e) Not later than [January 1, 2026] February 1, 2027, and annually
1058 thereafter, each transportation network company registered in the state
1059 shall submit a report to the Commissioner of Transportation, in a form
1060 and manner prescribed by the commissioner. Each such report shall use
1061 aggregate data from the preceding year and include the following
1062 information: (1) The average fare collected from transportation network
1063 company riders, (2) the total time transportation network company
1064 drivers spent providing prearranged rides, and (3) the total
1065 compensation paid to transportation network company drivers for the
1066 provision of prearranged rides.

1067 Sec. 22. Section 13b-23c of the general statutes is repealed and the
1068 following is substituted in lieu thereof (*Effective October 1, 2026*):

1069 The Commissioner of Transportation shall establish a matching grant
1070 program for the purpose of assisting municipalities to modernize
1071 existing traffic signal equipment and operations to (1) make such
1072 equipment and operations capable of utilizing transit signal priority and
1073 responsive to congestion, and [to] (2) reduce idling. Applications shall
1074 be submitted annually to the commissioner at such times and in such
1075 manner as the commissioner prescribes. The commissioner shall
1076 develop the eligibility criteria for participation in the program and
1077 determine the amount a municipality shall be required to provide to
1078 match any such grant. The commissioner shall give preference to
1079 applications [submitted by two or more municipalities and establish
1080 incentives for projects undertaken by two or more municipalities]
1081 involving projects located in heavily congested areas.

1082 Sec. 23. Subsection (g) of section 21 of public act 20-1, as amended by
1083 section 344 of public act 22-118 and section 74 of public act 23-205, is
1084 amended to read as follows (*Effective July 1, 2026*):

1085 (g) For the Department of Transportation: For construction, repair or
1086 maintenance of highways, roads, bridges, noise barriers or bus and rail

1087 facilities and equipment, not exceeding \$130,000,000, provided not more
1088 than \$75,000,000 shall be used for a matching grant program established
1089 pursuant to section 13b-23c of the general statutes, as amended by this
1090 act, to assist municipalities to modernize existing traffic signal
1091 equipment and operations.

1092 Sec. 24. Section 22a-201d of the general statutes is repealed and the
1093 following is substituted in lieu thereof (*Effective July 1, 2026*):

1094 (a) As used in this section, (1) "zero-emission school bus" has the same
1095 meaning as provided in 42 USC 16091(a)(8), as amended from time to
1096 time, (2) "alternative fuel school bus" means a school bus that reduces
1097 emissions and is operated entirely or in part using liquefied natural gas,
1098 compressed natural gas, hydrogen, propane or biofuels, [and (3)
1099 "environmental justice community" has the same meaning as provided
1100 in subsection (a) of section 22a-20a] (3) "distressed municipality" means
1101 a municipality that is a distressed municipality under the provisions of
1102 subsection (b) of section 32-9p on July 1, 2026, (4) "carrier" has the same
1103 meaning as provided in section 14-212, and (5) "biodiesel" has the same
1104 meaning as provided in section 32-324.

1105 (b) (1) Except as provided in subsection (c) of this section, [(1) on and
1106 after January 1, 2035, one hundred per cent of the school buses that
1107 provide transportation for all school districts in the state shall be zero-
1108 emission school buses or alternative fuel school buses, and (2)] on and
1109 after January 1, 2040, [one hundred] ninety per cent of the school buses
1110 that provide transportation for [all school districts] each school district
1111 in the state shall be zero-emission school buses.

1112 (2) Not later than July 1, 2035, each municipality that is not a
1113 distressed municipality shall submit a plan and schedule to the
1114 commissioner that outlines how such municipality will achieve
1115 compliance with the provisions of subdivision (1) of this subsection.

1116 (c) (1) On and after [January 1, 2030, one hundred] July 1, 2035, fifty
1117 per cent of the school buses that provide transportation for [school
1118 districts entirely within an environmental justice community as of July

1119 1, 2022, or in an area that encompasses at least one environmental justice
1120 community as of July 1, 2022,] each school district in a distressed
1121 municipality shall be zero-emission school buses.

1122 (2) Not later than July 1, 2029, each distressed municipality shall
1123 submit a plan and schedule to the Commissioner of Energy and
1124 Environmental Protection that outlines how such distressed
1125 municipality will achieve compliance with the provisions of subdivision
1126 (1) of this subsection.

1127 (d) The Commissioner of Energy and Environmental Protection, in
1128 consultation with the Connecticut Green Bank, shall establish and
1129 administer a grant program for the purpose of providing [matching] a
1130 portion of the funds necessary for municipalities, school districts and
1131 school bus operators [to submit federal grant applications in order] to
1132 maximize federal, state or other sources of funding or financing for the
1133 purchase or lease of zero-emission school buses and electric vehicle
1134 charging or fueling infrastructure. Applications for such grants shall be
1135 filed with the commissioner at such time and in such manner as the
1136 commissioner prescribes. The commissioner shall give preference to
1137 applications concerning the purchase or lease of a zero-emission school
1138 bus that will be operated [primarily in an environmental justice
1139 community. The commissioner shall determine the amount a
1140 municipality, school district or school bus operator shall be required to
1141 provide to match such grant] in a distressed municipality.

1142 (e) The Commissioner of Energy and Environmental Protection shall,
1143 within available funds and appropriations, provide administrative and
1144 technical assistance to municipalities, school districts and school bus
1145 operators that are transitioning to the use of zero-emission school buses,
1146 applying for federal grants for such buses and installing electric vehicle
1147 charging and fueling infrastructure.

1148 Sec. 25. (Effective July 1, 2026) (a) The executive director of the
1149 Connecticut Port Authority, or the executive director's designee, shall
1150 convene a working group to study and make recommendations

1151 regarding (1) potential state policies and incentives to encourage the
1152 utilization of freight rail and sea lanes and ports for the transportation
1153 of goods within the state, including, but not limited to, construction
1154 materials, metals and industrial materials, agricultural and food
1155 products and municipal solid waste, as defined in section 22a-207 of the
1156 general statutes, (2) opportunities to expand freight rail and port
1157 infrastructure within the state, and (3) the environmental, economic and
1158 transportation impacts of increasing the utilization of freight rail and sea
1159 lanes and ports.

1160 (b) The working group shall consist of the Commissioners of
1161 Transportation, Energy and Environmental Protection and Economic
1162 and Community Development, or the commissioners' respective
1163 designees, and any other member invited to participate by the executive
1164 director of the Connecticut Port Authority, including, but not limited to,
1165 representatives of organizations representing the interests of
1166 manufacturers in the state, representatives of freight rail carriers,
1167 collectors of solid waste and recyclable items and any other member as
1168 deemed necessary by the executive director of the Connecticut Port
1169 Authority. The executive director shall serve as chairperson of the
1170 working group and shall schedule the first meeting of the working
1171 group not later than September 1, 2026.

1172 (c) Not later than January 1, 2027, the executive director of the
1173 Connecticut Port Authority shall submit, in accordance with the
1174 provisions of section 11-4a of the general statutes, the results of such
1175 study and any recommendations to the joint standing committee of the
1176 General Assembly having cognizance of matters relating to
1177 transportation. The working group shall terminate on the date that the
1178 executive director submits such report or January 1, 2027, whichever is
1179 later.

1180 Sec. 26. (NEW) (*Effective from passage*) (a) As used in this section:

1181 (1) "Removal" means the clearing of an encampment, or a portion
1182 thereof, by the Department of Transportation or an agent or contractor

1183 of the department and includes, but is not limited to, requiring persons
1184 to vacate the property and collecting, relocating, discarding or disposing
1185 of any structures or materials used for habitation and personal property;

1186 (2) "Encampment" means any outdoor location where one or more
1187 persons sleep or reside using tents, tarps, bedding or other temporary
1188 shelter or structures for the purposes of habitation. "Encampment" does
1189 not include a campground or other location that is designated or
1190 authorized for recreational camping by a federal, state or municipal
1191 agency or by a private property owner and where camping occurs;

1192 (3) "State highway right-of-way" means land owned or controlled by
1193 the Department of Transportation for highway purposes, including the
1194 traveled way, shoulders, medians, slopes, drainage areas and areas
1195 beneath or adjacent to bridges and overpasses. "State highway right-of-
1196 way" does not include any land owned or controlled by the department
1197 improved with a safety rest area, service plaza, bus shelter or commuter
1198 parking facility pursuant to section 13b-29 of the general statutes; and

1199 (4) "Personal property" means an item that can reasonably be
1200 identified as belonging to a person, has apparent value or utility and is
1201 not hazardous.

1202 (b) Except as provided in subsection (c) of this section, prior to the
1203 removal of an encampment located upon any state highway right-of-
1204 way, the Department of Transportation shall provide at least fourteen
1205 days' written notice that specifies the date and time such removal will
1206 take place and that no person or personal property is permitted to
1207 remain on the state highway right-of-way after such date. The
1208 department shall, at a minimum, post any such notice at the apparent
1209 place of ingress and egress to the encampment and at any apparent
1210 common area of the encampment. Such notice shall be printed in
1211 English and Spanish. When posting such notice, the department may
1212 provide oral or written notice to any person present at the encampment.

1213 (c) The notice required by subsection (b) of this section shall not be
1214 required if the Commissioner of Transportation determines the removal

1215 of an encampment is necessary to respond to any transportation
1216 operations or infrastructure emergency or a public safety emergency.
1217 The commissioner shall document, in writing, the reasons for such
1218 determination.

1219 Sec. 27. (*Effective from passage*) (a) As used in this section, "removal",
1220 "encampment" and "personal property" have the same meanings as
1221 provided in section 26 of this act.

1222 (b) The Commissioners of Transportation and Mental Health and
1223 Addiction Services shall jointly study and make recommendations
1224 regarding best practices and standards to adhere to when responding
1225 to, managing or removing an encampment upon any state highway
1226 right-of-way.

1227 (c) Such study shall, at a minimum, identify: (1) Best practices from
1228 other states or municipalities regarding (A) the provision of advance
1229 notices concerning the removal of an encampment to a person residing
1230 at such encampment, including methods and reasonable timeframes for
1231 providing such notices and the frequency of such notices, and (B) the
1232 treatment of personal property during a removal of an encampment, (2)
1233 procedures for outreach and engagement by trained personnel that
1234 ensure respect for the personal dignity and property of persons at such
1235 encampments, (3) appropriate state and local agencies to offer
1236 immediate assistance and support to such persons for emergency
1237 shelters, transitional housing or permanent housing, social services or
1238 other interventions prior to and during the removal of an encampment,
1239 (4) guidance, training or technical assistance that could be provided to
1240 state and local agencies and municipalities regarding humane and
1241 effective practices for responding to, managing and removing such
1242 encampments, and (5) ways to ensure coordination with the
1243 municipality where the encampment is located, community-based
1244 organizations serving persons experiencing homelessness, local
1245 housing authorities, other local service providers and the local law
1246 enforcement agency, as appropriate, prior to the removal of an
1247 encampment.

1248 (d) Not later than January 15, 2027, the Commissioners of
1249 Transportation and Mental Health and Addiction Services shall jointly
1250 submit, in accordance with provisions of section 11-4a of the general
1251 statutes, the results of such study and any recommendations to the joint
1252 standing committee of the General Assembly having cognizance of
1253 matters relating to transportation.

1254 Sec. 28. Subsections (c) and (d) of section 15-13 of the general statutes
1255 are repealed and the following is substituted in lieu thereof (*Effective*
1256 *October 1, 2026*):

1257 (c) Each pilot shall, upon the granting of a license, [pay a fee of thirty
1258 dollars to said authority and shall] give a bond of one thousand dollars
1259 to the Treasurer and the Treasurer's successors in office, with surety, to
1260 the acceptance of the authority, conditioned for the faithful performance
1261 of [his or her] such pilot's duties as a pilot, upon which bond suit may
1262 be brought in the name of said Treasurer for the benefit of any person
1263 who may suffer loss or damage, by reason of the ignorance, neglect or
1264 misconduct of such pilot in the discharge of such pilot's duties. [The
1265 authority shall increase such fee by fifty per cent July 1, 1985, by an
1266 additional fifty per cent effective July 1, 1989, by an additional twenty-
1267 five per cent effective July 1, 1991, and by an additional twenty-five per
1268 cent effective July 1, 1993.]

1269 (d) Each license shall expire on the last day of December following its
1270 issuance and may be renewed upon application, [and payment of the
1271 fee required by subsection (c) of this section,] renewal of the bond
1272 required under subsection (c) of this section and proof of current federal
1273 licensure as required in subsection (a) of this section.

1274 Sec. 29. Subsection (d) of section 13b-59 of the general statutes is
1275 repealed and the following is substituted in lieu thereof (*Effective October*
1276 *1, 2026*):

1277 (d) "License, permit and fee revenues" means (1) all fees and other
1278 charges required by, or levied pursuant to sections 12-487, 13b-80 and
1279 13b-97, subsection (b) of section 14-12, sections 14-16a, 14-21c, 14-44h

1280 and 14-44i, subsection (v) of section 14-49, subsections (b) and (f) of
1281 section 14-50, subdivisions (7) to (9), inclusive, of subsection (a) of
1282 section 14-50a, sections 14-52, 14-58, 14-67l and 14-69, subsection (e) of
1283 section 14-73, sections 14-96q and 14-103a, subsection (a) of section 14-
1284 164a, subsection (a) of section 14-192, subsection (d) of section 14-270,
1285 sections 14-319 and 14-320 and sections 13b-410a to 13b-410c, inclusive;
1286 (2) all aeronautics, waterways, and other fees and charges required by,
1287 or levied pursuant to sections 13a-80 and 13a-80a [,] and subsection (b)
1288 of section 13b-42; [and subsections (c) and (d) of section 15-13;] and (3)
1289 all motor vehicle related fines, penalties or other charges, as defined in
1290 subsection (g) of this section;

1291 Sec. 30. Section 14-80 of the general statutes is repealed and the
1292 following is substituted in lieu thereof (*Effective October 1, 2026*):

1293 (a) Each motor vehicle and the devices on such vehicle shall be
1294 operated, equipped, constructed and adjusted to prevent unnecessary
1295 or unusual noise.

1296 (b) (1) Each motor vehicle operated by an internal combustion engine
1297 shall be equipped, except as hereinafter provided, with a muffler or
1298 mufflers designed to prevent excessive, unusual or unnecessary exhaust
1299 noise. The muffler or mufflers shall be maintained by the owner in good
1300 working order and shall be in use whenever the motor vehicle is
1301 operated.

1302 (2) No person, including a motor vehicle dealer or repairer or a
1303 motorcycle dealer, shall install, and no person shall use, on a motor
1304 vehicle, a muffler or mufflers lacking interior baffle plates or other
1305 effective muffling devices, a gutted muffler, a muffler cutout or a
1306 straight exhaust except when the motor vehicle is operated in a race,
1307 contest or demonstration of speed or skill as a public exhibition
1308 pursuant to subsection (a) of section 14-164a, or any mechanical device
1309 which will amplify the noise emitted by the vehicle.

1310 (3) No person, including a motor vehicle dealer or repairer or a
1311 motorcycle dealer, shall remove all or part of any muffler on a motor

1312 vehicle except to repair or replace the muffler or part for the more
1313 effective prevention of noise.

1314 (4) No person shall use on the exhaust system or tail pipe of a motor
1315 vehicle any extension or device which will cause excessive or unusual
1316 noise.

1317 (c) The engine of every motor vehicle shall be equipped and adjusted
1318 to prevent excessive fumes or exhaust smoke.

1319 (d) All pipes carrying exhaust gases from the motor shall be
1320 constructed of, and maintained with, leak-proof metal. Exhaust pipes
1321 shall be directed from the muffler or mufflers toward the rear of the
1322 vehicle and shall be approximately parallel with the longitudinal axis of
1323 the vehicle and approximately parallel to the surface of the roadway, or
1324 shall be directed from the muffler upward to a location above the cab or
1325 body of the vehicle so that fumes, gases and smoke are directed away
1326 from the occupants of the vehicle. Exhaust pipes on a passenger vehicle
1327 shall extend to the extreme rear end of the vehicle's body, not including
1328 the bumper and its attachments to the body, or shall be attached to the
1329 vehicle in such a way that the exhaust pipes direct the exhaust gases to
1330 either side of the vehicle ensuring that fresh ambient air is located under
1331 the vehicle at all times. The Commissioner of Motor Vehicles may adopt
1332 regulations, in accordance with the provisions of chapter 54, to establish
1333 safety standards for passenger vehicles equipped with exhaust pipes
1334 located in front of the rear axle.

1335 (e) Every motor vehicle shall, when operated on a highway, be
1336 equipped with a horn in good working order and capable of emitting
1337 sound audible under normal conditions from a distance of not less than
1338 two hundred feet, but no horn or other warning device shall emit an
1339 unreasonably loud or harsh sound or a whistle.

1340 (f) (1) No vehicle shall be equipped with, nor shall any person use on
1341 a vehicle, any siren, whistle or bell as a warning signal device, except as
1342 otherwise permitted by this section.

1343 (2) Any motor vehicle may be equipped with a theft alarm signal
1344 device which is so arranged that it cannot be used by the driver as an
1345 ordinary warning signal.

1346 (3) Any authorized emergency vehicle may be equipped with a siren,
1347 whistle or bell, capable of emitting sound audible under normal
1348 conditions from a distance of not less than five hundred feet and of a
1349 type approved by the Department of Motor Vehicles. Such signal shall
1350 not be used unless the vehicle is operated in response to an emergency
1351 call or in the immediate pursuit of an actual or suspected violator of the
1352 law, in which event the driver of the vehicle shall sound the signal when
1353 reasonably necessary to warn pedestrians and other drivers of the
1354 approach of the vehicle.

1355 (g) Any person who violates any provision of this section shall be
1356 fined [one hundred fifty] three hundred dollars for each offense.

1357 Sec. 31. Section 14-296aa of the general statutes is repealed and the
1358 following is substituted in lieu thereof (*Effective October 1, 2026*):

1359 (a) For purposes of this section: [, the following terms have the
1360 following meanings:

1361 (1) "Mobile telephone" means a cellular, analog, wireless or digital
1362 telephone capable of sending or receiving telephone communications
1363 without an access line for service.

1364 (2) "Using" or "use" means holding a hand-held mobile telephone to,
1365 or in the immediate proximity of, the user's ear.

1366 (3) "Hand-held mobile telephone" means a mobile telephone with
1367 which a user engages in a call using at least one hand.

1368 (4) "Hands-free accessory" means an attachment, add-on, built-in
1369 feature, or addition to a mobile telephone, whether or not permanently
1370 installed in a motor vehicle, that, when used, allows the vehicle operator
1371 to maintain both hands on the steering wheel.

1372 (5) "Hands-free mobile telephone" means a hand-held mobile
1373 telephone that has an internal feature or function, or that is equipped
1374 with an attachment or addition, whether or not permanently part of
1375 such hand-held mobile telephone, by which a user engages in a call
1376 without the use of either hand, whether or not the use of either hand is
1377 necessary to activate, deactivate or initiate a function of such telephone.

1378 (6) "Engage in a call" means talking into or listening on a hand-held
1379 mobile telephone, but does not include holding a hand-held mobile
1380 telephone to activate, deactivate or initiate a function of such telephone.

1381 (7) "Immediate proximity" means the distance that permits the
1382 operator of a hand-held mobile telephone to hear telecommunications
1383 transmitted over such hand-held mobile telephone, but does not require
1384 physical contact with such operator's ear.]

1385 (1) "Hands-free mode" means the operation of a mobile electronic
1386 device by which a user engages in a voice communication or receives
1387 audio without touching or holding such device, except to activate,
1388 deactivate or initiate with a single touch or swipe of the user's hand.

1389 [(8)] (2) "Mobile electronic device" means any hand-held or other
1390 portable electronic equipment capable of providing data
1391 communication between two or more persons, including, but not
1392 limited to, a mobile telephone, a text messaging device, a paging device,
1393 a personal digital assistant, a laptop computer, equipment that is
1394 capable of playing a video game or a digital video disk, [or] equipment
1395 on which digital photographs are taken or transmitted, equipment to
1396 display a video or moving image or any combination thereof. [, but]
1397 "Mobile electronic device" does not include any audio equipment or any
1398 equipment installed in a motor vehicle for the purpose of providing
1399 navigation, emergency assistance to the operator of such motor vehicle
1400 or video entertainment to the passengers in the rear seats of such motor
1401 vehicle.

1402 [(9)] (3) "Operating a motor vehicle" means operating a motor vehicle
1403 on any highway, [as defined in section 14-1,] including being

1404 temporarily stationary due to traffic, road conditions or a traffic control
1405 sign or signal, but not including being parked on the side or shoulder of
1406 any highway where such vehicle is safely able to remain stationary.

1407 (4) "Highway", "commercial motor vehicle" and "authorized
1408 emergency vehicle" have the same meanings as provided in section 14-
1409 1, as amended by this act.

1410 (b) (1) Except as otherwise provided in this subsection and
1411 subsections (c) and (d) of this section, no person shall operate a motor
1412 vehicle upon a highway [as defined in section 14-1, while using a hand-
1413 held mobile telephone to engage in a call or while using] while (A)
1414 holding or supporting a mobile electronic device [An operator of a
1415 motor vehicle who types, sends or reads a text message with a hand-
1416 held mobile telephone or mobile electronic device while operating a
1417 motor vehicle shall be in violation of this section, except that if] with any
1418 part of such person's body; (B) using a mobile electronic device, unless
1419 such device is being used in a hands-free mode; (C) reading, viewing or
1420 typing a text message or other nonvoice message or communication on
1421 a mobile electronic device; or (D) a video or moving image on a mobile
1422 electronic device or an installed screen or other device of a similar nature
1423 is visible to such person while seated in the normal operating position,
1424 unless such video or moving image is (i) a map generated by a
1425 navigation system or application on such device or screen and such
1426 device or screen is mounted on or affixed to the motor vehicle's
1427 windshield, dashboard or center console in a manner that does not
1428 impede the operation of the motor vehicle, or (ii) used to assist such
1429 person while backing or parking, to enhance or supplement such
1430 person's view of the roadway or to assist such person in object detection.
1431 If such operator is driving a commercial motor vehicle, [as defined in
1432 section 14-1,] such operator shall be charged with a violation of
1433 subsection (e) of this section.

1434 [(2) An operator of a motor vehicle who holds a hand-held mobile
1435 telephone to, or in the immediate proximity of, his or her ear while
1436 operating a motor vehicle is presumed to be engaging in a call within

1437 the meaning of this section. The presumption established by this
1438 subdivision is rebuttable by evidence tending to show that the operator
1439 was not engaged in a call.]

1440 [(3)] (2) The provisions of this subsection shall not be construed as
1441 authorizing the seizure or forfeiture of [a hand-held mobile telephone
1442 or] a mobile electronic device, unless otherwise provided by law.

1443 [(4) Subdivision] (3) The provisions of subdivision (1) of this
1444 subsection shall not apply to: (A) [The use of a hand-held mobile
1445 telephone] Holding or using a mobile electronic device for the sole
1446 purpose of communicating with any of the following regarding an
1447 emergency situation: An emergency response operator; a hospital,
1448 physician's office or health clinic; an ambulance company; a fire
1449 department; or a police department, [or] (B) any of the following
1450 persons while in the performance of their official duties and within the
1451 scope of their employment: A peace officer, as defined in subdivision (9)
1452 of section 53a-3, a firefighter or an operator of an ambulance or
1453 authorized emergency vehicle [, as defined in section 14-1,] or a member
1454 of the armed forces of the United States, as defined in section 27-103,
1455 while operating a military vehicle, or (C) [the use of] using a hand-held
1456 radio by a person with an amateur radio station license issued by the
1457 Federal Communications Commission in emergency situations for
1458 emergency purposes only. [, or (D) the use of a hands-free mobile
1459 telephone.]

1460 (c) No [person shall use a hand-held mobile telephone or other
1461 electronic device, including those with hands-free accessories, or a
1462 mobile electronic device, while operating] school bus operator shall
1463 operate a school bus that is carrying passengers [, except that this
1464 subsection shall not apply when such person: (1) Places an emergency
1465 call to school officials; (2)] while using a mobile electronic device,
1466 including when such device is in hands-free mode, unless such school
1467 bus operator: (1) Holds or uses a hand-held mobile telephone as
1468 [provided in] permitted under subparagraph (A) of subdivision [(4)] (3)
1469 of subsection (b) of this section; [(3)] (2) uses a [hand-held mobile

1470 telephone or] mobile electronic device in a manner similar to a two-way
1471 radio to allow real-time communication with a school official, an
1472 emergency response operator, a hospital, physician's office or health
1473 clinic, an ambulance company, a fire department or a police department;
1474 or [(4)] (3) uses a mobile electronic device with a video display, provided
1475 such device (A) is used as a global positioning system or to provide
1476 navigation, (B) is securely attached inside the school bus near such
1477 [person] operator, and (C) has been approved for such use by the
1478 Department of Motor Vehicles.

1479 (d) No person under eighteen years of age shall [use any hand-held
1480 mobile telephone, including one with a hands-free accessory, or]
1481 operate a motor vehicle upon a highway while using a mobile electronic
1482 device, [while operating a motor vehicle on a public highway] including
1483 when such device is in hands-free mode, except as [provided in]
1484 permitted under subparagraph (A) of subdivision [(4)] (3) of subsection
1485 (b) of this section.

1486 (e) No person shall [use a hand-held mobile telephone or other
1487 electronic device or type, read or send text or a text message with or
1488 from a mobile telephone or mobile electronic device while operating a
1489 commercial motor vehicle, as defined in section 14-1, except for the
1490 purpose of communicating with any of the following regarding an
1491 emergency situation: An emergency response operator; a hospital;
1492 physician's office or health clinic; an ambulance company; a fire
1493 department or a police department] operate a commercial motor vehicle
1494 in violation of the provisions of subdivision (1) of subsection (b) of this
1495 section, except as permitted under subparagraph (A) of subdivision (3)
1496 of subsection (b) of this section.

1497 (f) Except as provided in subsections (b) to (e), inclusive, of this
1498 section, no person shall (1) engage in any activity not related to the
1499 actual operation of a motor vehicle in a manner that interferes with the
1500 safe operation of such vehicle on any highway, [as defined in section 14-
1501 1] or (2) fail to maintain a proper lookout while operating a motor
1502 vehicle.

1503 (g) Any law enforcement officer who issues a summons for a
1504 violation of this section shall record on such summons the specific
1505 nature of any distracted driving behavior observed by such officer.

1506 (h) Any person who violates this section shall be fined two hundred
1507 dollars for a first violation, three hundred seventy-five dollars for a
1508 second violation and six hundred twenty-five dollars for a third or
1509 subsequent violation.

1510 (i) An operator of a motor vehicle who commits a moving violation,
1511 as defined in subsection (a) of section 14-111g, while engaged in any
1512 activity prohibited by this section shall be fined in accordance with
1513 subsection (h) of this section, in addition to any penalty or fine imposed
1514 for the moving violation.

1515 (j) The state shall remit to a municipality twenty-five per cent of the
1516 fine amount received for a violation of this section with respect to each
1517 summons issued by such municipality. Each clerk of the Superior Court
1518 or the Chief Court Administrator, or any other official of the Superior
1519 Court designated by the Chief Court Administrator, shall, on or before
1520 the thirtieth day of January, April, July and October in each year, certify
1521 to the Comptroller the amount due for the previous quarter under this
1522 subsection to each municipality served by the office of the clerk or
1523 official.

1524 (k) A record of any violation of this section shall appear on the
1525 driving history record or motor vehicle record, as defined in section 14-
1526 10, of any person who commits such violation, and the record of such
1527 violation shall be available to any motor vehicle insurer in accordance
1528 with the provisions of section 14-10.

1529 Sec. 32. Subdivision (3) of subsection (e) of section 14-36 of the 2026
1530 supplement to the general statutes is repealed and the following is
1531 substituted in lieu thereof (*Effective October 1, 2026*):

1532 (3) Before granting a license to any applicant who has not previously
1533 held a Connecticut motor vehicle operator's license, or whose

1534 Connecticut motor vehicle operator's license expired more than two
1535 years prior to the application date, the commissioner shall require the
1536 applicant to demonstrate personally to the commissioner, a deputy, a
1537 motor vehicle inspector or an agent of the commissioner, in such manner
1538 as the commissioner directs, that the applicant is a proper person to
1539 operate motor vehicles of the class for which such applicant has applied,
1540 has sufficient knowledge of the mechanism of the motor vehicles to
1541 ensure their safe operation by him or her and has satisfactory
1542 knowledge of the laws concerning motor vehicles and the rules of the
1543 road. The knowledge test of an applicant for a class D motor vehicle
1544 operator's license shall include a question concerning highway work
1545 zone safety and the responsibilities of an operator of a motor vehicle
1546 under section 14-212d. Each such knowledge test shall include not less
1547 than one question concerning distracted driving, the use of mobile
1548 [telephones and] electronic devices by motor vehicle operators or the
1549 responsibilities of motor vehicle operators under section 14-296aa, as
1550 amended by this act. If any such applicant has held a license from a state,
1551 territory or possession of the United States where a similar examination
1552 is required, the commissioner may waive part or all of the examination.
1553 If any such applicant is (A) a veteran who applies not later than two
1554 years after the date of discharge from the military and who, prior to such
1555 discharge, held a military operator's license for motor vehicles of the
1556 same class as that for which such applicant has applied, or (B) a member
1557 of the armed forces or the National Guard who currently holds a
1558 military operator's license for motor vehicles of the same class as that for
1559 which such applicant has applied, the commissioner shall waive all of
1560 the examination, except in the case of a commercial motor vehicle
1561 license, the commissioner shall waive the driving skills test for such
1562 applicant and may, in such commissioner's discretion, waive the
1563 knowledge test for such application, provided such applicant meets the
1564 conditions set forth in 49 CFR 383.77, as amended from time to time. For
1565 the purposes of this subsection, "veteran" and "armed forces" have the
1566 same meanings as provided in section 27-103. When the commissioner
1567 is satisfied as to the ability and competency of any applicant, the
1568 commissioner may issue to such applicant a license, either unlimited or

1569 containing such limitations as the commissioner deems advisable, and
1570 specifying the class of motor vehicles which the licensee is eligible to
1571 operate.

1572 Sec. 33. Subdivision (88) of section 14-1 of the 2026 supplement to the
1573 general statutes is repealed and the following is substituted in lieu
1574 thereof (*Effective October 1, 2026*):

1575 (88) "Serious traffic violation" means a conviction of any of the
1576 following offenses: (A) Excessive speeding, involving a single offense in
1577 which the speed is fifteen miles per hour or more above the posted
1578 speed limit, in violation of section 14-218a or 14-219; (B) reckless driving
1579 in violation of section 14-222; (C) following too closely in violation of
1580 section 14-240 or 14-240a; (D) improper or erratic lane changes, in
1581 violation of section 14-236; (E) using a [hand-held mobile telephone or
1582 other electronic device or typing, reading or sending text or a text
1583 message with or from a mobile telephone or] mobile electronic device in
1584 violation of subsection (e) of section 14-296aa, as amended by this act,
1585 while operating a commercial motor vehicle; (F) driving a commercial
1586 motor vehicle without a valid commercial driver's license in violation of
1587 section 14-36a or 14-44a; (G) failure to carry a commercial driver's
1588 license in violation of section 14-44a; (H) failure to have the proper class
1589 of license or endorsement, or violation of a license restriction in violation
1590 of section 14-44a; or (I) a violation of any provision of chapter 248, by an
1591 operator who holds a commercial driver's license or learner's permit that
1592 results in the death of another person;

1593 Sec. 34. Subdivision (15) of subsection (a) of section 42-110x of the
1594 2026 supplement to the general statutes is repealed and the following is
1595 substituted in lieu thereof (*Effective October 1, 2026*):

1596 (15) "Video game console" (A) means any computing device,
1597 including, but not limited to, any console machine, handheld console
1598 device or similar device or system, that is primarily used by consumers
1599 to play video games, (B) includes, but is not limited to, the components
1600 and peripherals of any computing device described in subparagraph (A)

1601 of this subdivision, and (C) does not include any (i) general or all-
1602 purpose computing device, (ii) desktop, laptop or tablet computer, or
1603 (iii) [hand-held] mobile telephone. [, as defined in section 14-296aa.]

1604 Sec. 35. (*Effective from passage*) (a) There is established a task force to
1605 study and make recommendations regarding parking access challenges
1606 faced by home health agencies, as defined in section 19a-490 of the
1607 general statutes, while delivering services in residential settings. Such
1608 study shall include, but need not be limited to, (1) an assessment of
1609 parking restrictions, time limits, permit requirements and enforcement
1610 practices affecting home health agencies, (2) an analysis of geographic
1611 areas in the state where parking limitations most significantly impact
1612 the delivery of home health care services, and (3) a review of parking
1613 accommodation programs in other jurisdictions, including temporary
1614 permits and designated home health agency parking and enforcement
1615 exemptions.

1616 (b) The task force shall consist of the following members:

1617 (1) Two appointed by the speaker of the House of Representatives,
1618 one of whom is an employee of a home health agency and one of whom
1619 has expertise in municipal parking policy or enforcement;

1620 (2) Two appointed by the president pro tempore of the Senate, one of
1621 whom is a member of a local traffic authority of a municipality with a
1622 population of one hundred thousand or more, as determined by the
1623 most recent decennial census, and one of whom has expertise in
1624 municipal planning, transportation or urban policy;

1625 (3) One appointed by the majority leader of the House of
1626 Representatives, who is a representative of a home health care agency,
1627 as defined in section 19a-490 of the general statutes;

1628 (4) One appointed by the majority leader of the Senate, who is a
1629 member of a municipal parking authority;

1630 (5) One appointed by the minority leader of the House of

1631 Representatives, who is a representative of an association representing
1632 the interests of home health agencies;

1633 (6) One appointed by the minority leader of the Senate, who is a
1634 representative of a state-wide organization representing the interests of
1635 municipalities; and

1636 (7) Two persons appointed by the Governor, one of whom is a
1637 representative of an organization that advocates on behalf of patients
1638 receiving home health care services and one of whom is a representative
1639 of a labor organization representing home health agency workers.

1640 (c) Any member of the task force appointed under subdivision (1),
1641 (2), (3), (4), (5) or (6) of subsection (b) of this section may be a member
1642 of the General Assembly.

1643 (d) All initial appointments to the task force shall be made not later
1644 than thirty days after the effective date of this section. Any vacancy shall
1645 be filled by the appointing authority.

1646 (e) The speaker of the House of Representatives and the president pro
1647 tempore of the Senate shall select the chairpersons of the task force from
1648 among the members of the task force. Such chairpersons shall schedule
1649 the first meeting of the task force, which shall be held not later than sixty
1650 days after the effective date of this section.

1651 (f) The administrative staff of the joint standing committee of the
1652 General Assembly having cognizance of matters relating to
1653 transportation shall serve as administrative staff of the task force.

1654 (g) Not later than January 1, 2027, the task force shall submit a report
1655 on its findings and recommendations to the joint standing committee of
1656 the General Assembly having cognizance of matters relating to
1657 transportation, in accordance with the provisions of section 11-4a of the
1658 general statutes. The task force shall terminate on the date that it
1659 submits such report or January 1, 2027, whichever is later.

1660 Sec. 36. (*Effective from passage*) (a) For the purposes of supporting the

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1661 administration of section 22a-201d of the general statutes, as amended
1662 by this act, the Commissioner of Energy and Environmental Protection
1663 shall establish a working group to evaluate and make recommendations
1664 regarding the increased use of alternative fuels and technologies,
1665 including, but not limited to, biodiesel, propane and electric school
1666 buses, for use in school bus fleets in the state.

1667 (b) The Commissioner of Energy and Environmental Protection, or
1668 the commissioner's designee, shall convene and serve as chairperson of
1669 the working group. The working group shall include the following
1670 members: (1) The Commissioners of Public Health, Education and
1671 Transportation, or the commissioners' respective designees; (2) the chief
1672 executive officer of the Connecticut Green Bank, or the chief executive
1673 officer's designee, (3) one representative of a school transportation
1674 provider operating in the state; (4) one representative of a municipality
1675 or local or regional board of education; (5) one representative of the
1676 alternative fuels industry; (6) one representative of an environmental
1677 organization with expertise in air quality; (7) one representative of a
1678 state-wide or regional coalition with expertise in clean transportation
1679 and alternative fuel deployment; and (8) such other individuals as the
1680 commissioner deems necessary to carry out the purposes of the working
1681 group.

1682 (c) The working group shall:

1683 (1) Review the use of alternative fuels and technologies, including,
1684 but not limited to, biodiesel, propane and electric school buses, in school
1685 bus fleets in the state and other jurisdictions. Such review shall include
1686 identifying relevant case studies and best practices;

1687 (2) Evaluate the technical, operational, environmental and economic
1688 considerations associated with the expanded use of alternative fuels and
1689 technologies in school bus fleets, including, but not limited to: (A)
1690 Emissions performance, including impacts on criteria air pollutants and
1691 greenhouse gas emissions; (B) fuel availability and supply constraints;
1692 (C) costs and potential cost savings, including lifecycle costs; (D)

1693 operational performance, including performance in cold weather
1694 conditions; (E) impacts on engine durability and maintenance; (F)
1695 manufacturer warranty considerations; (G) fuel procurement and
1696 contracting practices for school districts and school transportation
1697 providers; and (H) a comparative assessment of such alternative fuels
1698 and technologies, including, but not limited to, renewable diesel and
1699 zero-emission school buses, as defined in subsection (a) of section 22a-
1700 201d of the general statutes, as amended by this act;

1701 (3) Identify pathways and barriers to the adoption of alternative fuels
1702 and technologies in school bus fleets, including infrastructure,
1703 contractual, regulatory and economic considerations;

1704 (4) Develop recommendations to support the increased use of
1705 biodiesel where appropriate, including potential incentive structures,
1706 funding mechanisms and procurement strategies; and

1707 (5) Evaluate the role of alternative fuels as a transitional strategy
1708 toward the deployment of zero-emission school buses, including
1709 impacts on the state's greenhouse reduction goals established in section
1710 22a-200a of the general statutes.

1711 (d) Not later than February 1, 2027, the working group shall submit a
1712 report, in accordance with section 11-4a of the general statutes, to the
1713 joint standing committees of the General Assembly having cognizance
1714 of matters relating to the environment, energy and technology and
1715 transportation. Such report shall include the findings and
1716 recommendations of the working group, including any
1717 recommendations for regulatory or legislative action.

1718 (e) The Department of Energy and Environmental Protection shall
1719 provide administrative staff support to the working group.

1720 (f) The working group shall terminate on the date that it submits the
1721 report required under subsection (d) of this section, or February 1, 2027,
1722 whichever is later.

1723 Sec. 37. (NEW) (*Effective from passage*) Prior to the purchase and use
 1724 of a zero-emission school bus, as defined in 42 USC 16091(a)(8), as
 1725 amended from time to time, each local or regional board of education
 1726 shall develop and implement safety plans that (1) consider the ages and
 1727 development needs of the students transported on such buses, and (2)
 1728 include procedures for the evacuation of such buses in the event of a
 1729 fire.

1730 Sec. 38. Section 38 of public act 25-65 is repealed. (*Effective from*
 1731 *passage*)

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	4a-67d(d)
Sec. 2	<i>from passage</i>	4b-13a(c)
Sec. 3	<i>from passage</i>	4b-77
Sec. 4	<i>from passage</i>	PA 25-90, Sec. 2
Sec. 5	<i>January 1, 2027</i>	New section
Sec. 6	<i>January 1, 2027</i>	New section
Sec. 7	<i>January 1, 2027</i>	New section
Sec. 8	<i>January 1, 2027</i>	New section
Sec. 9	<i>January 1, 2027</i>	New section
Sec. 10	<i>January 1, 2027</i>	New section
Sec. 11	<i>January 1, 2027</i>	7-152c(c)
Sec. 12	<i>October 1, 2026</i>	3-6a
Sec. 13	<i>October 1, 2026</i>	51-164n(b)
Sec. 14	<i>from passage</i>	New section
Sec. 15	<i>October 1, 2026</i>	13b-31h
Sec. 16	<i>July 1, 2026</i>	PA 24-151, Sec. 63
Sec. 17	<i>January 1, 2027</i>	13b-116(8) to (11)
Sec. 18	<i>January 1, 2027</i>	13b-118(a)
Sec. 19	<i>October 1, 2026</i>	13b-118(c)
Sec. 20	<i>January 1, 2027</i>	13b-119
Sec. 21	<i>January 1, 2027</i>	13b-117(e)
Sec. 22	<i>October 1, 2026</i>	13b-23c
Sec. 23	<i>July 1, 2026</i>	PA 20-1, Sec. 21(g)
Sec. 24	<i>July 1, 2026</i>	22a-201d
Sec. 25	<i>July 1, 2026</i>	New section

Sec. 26	<i>from passage</i>	New section
Sec. 27	<i>from passage</i>	New section
Sec. 28	<i>October 1, 2026</i>	15-13(c) and (d)
Sec. 29	<i>October 1, 2026</i>	13b-59(d)
Sec. 30	<i>October 1, 2026</i>	14-80
Sec. 31	<i>October 1, 2026</i>	14-296aa
Sec. 32	<i>October 1, 2026</i>	14-36(e)(3)
Sec. 33	<i>October 1, 2026</i>	14-1(88)
Sec. 34	<i>October 1, 2026</i>	42-110x(a)(15)
Sec. 35	<i>from passage</i>	New section
Sec. 36	<i>from passage</i>	New section
Sec. 37	<i>from passage</i>	New section
Sec. 38	<i>from passage</i>	Repealer section

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: See Below

Municipal Impact: See Below

Explanation

The bill makes various changes to transportation-related laws and results in the fiscal impacts described below.

Section 1 lowers Department of Transportation (DOT) capital costs over the next several years by removing a prohibition on purchasing diesel transit buses, which have lower upfront purchase costs compared to battery electric buses. The agency has a fleet of approximately 516 diesel, 77 hybrid diesel, and 61 battery electric buses and plans to continue purchasing a mix of bus types while building out its charging infrastructure.

Section 3 reduces the number of electric vehicle (EV) charging stations at new state facilities from 20% to 8% of total spaces and results in potential savings to the state to the extent fewer EV charging stations are constructed.

Sections 5 - 11 & 13 authorize DOT to designate flex lanes and allow for related enforcement measures, resulting in both a potential cost and potential revenue gain to the state and municipalities, predominately in the out years. The authority for flex lanes and related enforcement programs is permissive and as the bill provides no funding for these provisions, it is expected that the state and municipalities will only implement the program to the extent funding is available.

DOT costs to implement flex lanes include planning, construction, and operating costs. The agency is currently in the planning phase of its first flex lane project, which is expected to be located along the 3.75 miles of I-84 between exits 4 and 7 in Danbury. Planning costs of \$6 million are included in the agency's current capital plan, with 90% anticipated to be reimbursed by the federal government. The construction phase of the project is expected to cost an additional \$250 million, beginning in early FY 29 and completing in early FY 31. Construction costs include much of the infrastructure that will be used for any future enforcement programs, including overhead gantries, signs, cameras, and communications infrastructure. DOT plans to fully integrate the construction phase of this project, including assignment of funding sources, into future iterations of its capital plan.

The bill also establishes restrictions and related violations for driving in flex lanes and includes provisions allowing DOT to establish automated enforcement systems (i.e., cameras) for enforcement. Any municipality operating a bus in a flex lane can also participate in the automated enforcement program provided they enter into an agreement with DOT and adopt a related ordinance, as further described in the bill.

For state level violations, the bill imposes a \$75 fine for a first offense and up to a \$200 fine for subsequent offenses, resulting in a potential revenue gain to the Special Transportation Fund (STF) from fines and a potential cost to the General Fund (GF) for any State Trooper overtime incurred in reviewing recorded images from the automated enforcement program and issuing citations, as required by the bill.

For municipal level violations, the bill allows for a fine of up to \$75 for a first offense and up to \$200 for subsequent offenses, resulting in potential revenue gain to participating municipalities from fines and potential costs to municipal police departments for reviewing recorded images and issuing citations. Under the bill, municipalities shall deposit any fine revenue into the municipality's general fund or any designated special fund.

Fiscal impacts associated with enforcement would only occur in the out years because no flex lanes are anticipated to be operational until at least FY 31.

Section 12 increases the maximum fine for violating a governor-issued travel restriction order from \$50 to \$250, resulting in minimal potential revenue gain to the GF.¹

Section 14 designates the "Kevin Ryan Memorial Highway" resulting in a minimal one-time cost in FY 27 to DOT for signs.

Sections 17 - 21 result in potential minimal revenue gain from fines to the GF and municipalities by modifying Transportation Network Company requirements.

Sections 22 & 23 make various changes to the traffic light modernization program, which is funded through General Obligation (GO) bonds. Future GF debt service costs may be incurred or incurred sooner due to the program changes to the degree that it causes authorized GO bond funds to be expended or to be expended more quickly than they otherwise would have been.

As of April 1, 2026, there is an unallocated bond balance of \$98 million under the authorization, of which \$75 million is available for the traffic light modernization program. These sections do not change overall GO bond authorization levels.

Section 24 delays and potentially reduces costs to local and regional boards of education (BOEs) associated with existing school bus emissions requirements. The section: (1) eliminates an existing requirement for all school buses to be zero-emission or alternative fuel by January 1, 2035; (2) requires 90%, rather than 100%, of school buses to be zero-emission by January 1, 2040; (3) requires 50% of school buses in distressed municipalities to be zero-emission by FY 36; (4) eliminates

¹ Between FY 22 and FY 25, there were a total of 18 offenses recorded and about \$1,000 in fines collected under CGS Sec. 3-6a.

an existing requirement for environmental justice communities to fully transition to zero-emission buses by January 1, 2030; and (5) requires municipalities to submit plans for meeting the section's requirements.

These changes delay and potentially reduce costs a district would incur in order to comply with the requirements. The requirement that 90% of school buses must be zero-emission, instead of all school buses, potentially results in a savings to districts to the extent the lesser requirement allows for decreased costs associated with fueling and maintaining alternatives.

The section additionally may shift zero-emission bus grant program funds from school districts, towns, and bus operators in environmental justice communities to those in distressed municipalities, beginning in FY 27. All distressed municipalities are also environmental justice communities; some environmental justice communities are U.S. census tracts that are not within distressed municipalities.

Sections 28 & 29 result in revenue loss to the Connecticut Port Authority of less than \$1,000 annually by eliminating the fee for issuing or renewing a marine pilot license. The fee is \$105.48 and there are currently seven licensed marine pilots in the state.

Section 30 increases the fine, from \$150 per offense to \$300 per offense, for certain noise-related motor vehicle violations, resulting in revenue gain from fines.²

Sections 31 - 34 update and expand certain driving-related offenses, resulting in a potential cost to the Judicial Department for probation and a potential revenue gain to the state from fines.³ On average, the

² Between FY 22 and FY 25, there were a total of 1,557 offenses recorded and \$131,000 in fines collected under CGS Sec. 14-80.

³ Between FY 22 and FY 25, there were about 58,000 offenses recorded and \$6.3 million in fines collected under CGS Sec. 14-296aa.

marginal cost for supervision in the community is less than \$600⁴ each year for adults and \$450 each year for juveniles.

Sections 25, 35 & 36 create two working groups and a task force and do not have a fiscal impact because it is anticipated that the relevant agencies have the expertise and resources necessary to complete the requirements in these sections.

The remaining sections are technical and clarifying, conform to current agency practices, or otherwise do not result in a fiscal impact.

House "A" eliminates the original bill and its associated fiscal impact and becomes the bill.

House "B" eliminates aviation-related provisions and the associated revenue gain to the Connecticut Airport Authority from fees, potential cost to Judicial Department, and potential revenue gain from fines.

House "E" reduces the fine for noise-related motor vehicle violations from \$1,000 to \$300, reducing the revenue gain in the underlying bill.

House "F" adds a requirement for BOEs to develop and implement certain plans related to school buses and has no fiscal impact.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, implementation decisions made by state agencies and municipalities, the number of marine pilots in the state, the terms of any bonds issued, the number of violations, or as otherwise described.

⁴ Probation marginal cost is based on services provided by private providers and only includes costs that increase with each additional participant. This does not include a cost for additional supervision by a probation officer unless a new offense is anticipated to result in enough additional offenders to require additional probation officers.

OLR Bill Analysis**sHB 5464 (as amended by House "A," "B," "E" and "F")*****AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT OF TRANSPORTATION AND ESTABLISHING A PILOT PROGRAM TO OPERATE AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES ON LIMITED ACCESS HIGHWAYS.**

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[SUMMARY](#)[§ 1 — DIESEL-FUELED TRANSIT BUSES](#)

Allows the state to procure, purchase, or lease diesel-fueled transit buses by eliminating a prohibition on doing so that began January 1, 2024; existing law, unchanged by the bill, generally requires at least 30% of state-purchased or -leased buses to be zero-emission buses on and after January 1, 2030

[§ 2 — STATE AGENCY EV CHARGING STATION PARKING SPOTS](#)

Allows plug-in hybrid and battery EVs to be parked in spots with state agency EV charging stations while not actively charging, at the discretion of the state agency that designated the charging station as available for public use

[§ 3 — EV CHARGING STATIONS AT CERTAIN NEW STATE FACILITIES](#)

Changes the EV charging station requirement for new state facilities that cost over \$100,000 by generally requiring that 8% of these facilities' car parking spaces are capable of supporting future charging implementation, rather than requiring that 20% of certain parking spaces are installed with level two EV charging stations; requires certain commissioners to periodically make recommendations on revising the EV charging station requirement

[§ 4 — PORT EASTSIDE INFRASTRUCTURE IMPROVEMENT DISTRICT](#)

Eliminates a provision that exempts district improvements in East Hartford's Port Eastside Infrastructure Improvement District from specified traffic control and highway safety laws

§§ 5-11 & 13 — DYNAMIC PART-TIME LANES (FLEX LANES)

Authorizes OSTA to temporarily designate any highway lane or shoulder as a “flex lane” for certain uses and sets restrictions on motor vehicle operation in a designated flex lane; allows (1) DOT to establish a program to enforce these restrictions with automated flex lane control systems and (2) municipalities meeting certain requirements to participate in this program; sets various requirements and procedures for control system operation, violation enforcement, and data collection and retention

§ 12 — GOVERNOR’S TRAVEL RESTRICTION ORDERS

Increases the penalty for violating a governor-issued travel restriction order, from an infraction to a fine of up to \$250

§§ 14 & 37 — ROAD AND BRIDGE NAMING

Names a portion of Route 163 in Montville the “Kevin Ryan Memorial Highway”; repeals a duplicative bridge naming in Newington

§§ 15 & 16 — UCONN STUDY AND DOT VEGETATION MANAGEMENT GUIDELINES

Delays the due date for a UConn final report on its carbon sequestration study and requires it to also submit the study results and related recommendations to DOT; requires the DOT commissioner to consider the results of UConn’s study and determine whether DOT’s vegetation management guidelines need to be accordingly revised

§§ 17-21 — RIDER SAFETY AND NONDISCRIMINATION REQUIREMENTS FOR TNCs

Requires TNCs (such as Uber and Lyft) to implement certain additional rider and driver safety measures; increases the frequency of criminal history records checks for TNC drivers; and requires TNCs to adopt a service animal nondiscrimination policy

§§ 22 & 23 — TRAFFIC SIGNAL GRANT PROGRAM

Requires DOT to give priority under the traffic signal modernization grant program to projects located in heavily congested areas, rather than to grant applications submitted by two or more municipalities

§§ 24 & 38 — ZERO-EMISSION SCHOOL BUSES

Requires 90%, rather than 100%, of school buses to be zero-emission by 2040 and sets an interim deadline for distressed municipalities; eliminates the requirement that environmental justice communities fully transition to zero-emission school buses by 2030; requires

municipalities to submit plans outlining how they will meet the zero-emission requirements; modifies zero-emission school bus grant program requirements, including broadening its purposes beyond providing matching funds for federal grant applications; requires schools to implement safety plans before using a zero-emission school bus

§ 25 — FREIGHT RAIL, SEA LANES, AND PORTS WORKING GROUP

Requires the CPA executive director, or his designee, to convene a working group to study, among other things, policies to encourage the use of freight rail, sea lanes, and ports to transport goods in the state

§§ 26 & 27 — DOT ENCAMPMENT REMOVALS

Establishes a notice requirement applicable to DOT's (or their agents' or contractors') removal of certain encampments located on a state highway right-of-way; requires the DOT and DMHAS commissioners to study and make recommendations on best practices and standards related to these encampments

§§ 28 & 29 — MARINE PILOT LICENSE FEES

Eliminates the fee for issuing or renewing a marine pilot license (currently \$105.48 annually)

§ 30 — INCREASED FINES FOR VIOLATING CERTAIN MOTOR VEHICLE EQUIPMENT REQUIREMENTS

Increases the fine, from \$150 per offense to \$300 per offense, for violating certain requirements under existing law related to motor vehicle mechanical equipment, primarily involving mufflers and exhaust pipes

§§ 31-34 — REVISIONS TO THE DISTRACTED DRIVING LAW

Updates and reorganizes the distracted driving law to reflect current device and vehicle technology and how it is used; generally prohibits driving while a video is visible to the driver in the normal driving position, regardless of the technology used to play the video; prohibits holding or supporting a mobile electronic device with any part of the body while driving and failing to maintain a proper lookout

§ 35 — TASK FORCE ON PARKING CHALLENGES FOR HOME HEALTH AGENCIES

Creates a task force to study and make recommendations to the Transportation Committee on parking access challenges for home health agencies delivering services in residential settings

§ 36 — DEEP WORKING GROUP ON SCHOOL BUS ALTERNATIVE FUELS AND TECHNOLOGIES

Requires the DEEP commissioner to create a working group to evaluate and make recommendations on Connecticut school bus fleets' increased use of alternative fuels and technologies

SUMMARY

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

*House Amendment "A" among other things, modifies the data retention requirements applicable to flex lane control systems, eliminates provisions allowing the Department of Transportation (DOT) to create a speed camera pilot program on limited access highways, and adds to the underlying bill provisions related to (1) registering certain air navigation facilities, (2) DOT's vegetation management guidelines and a UConn carbon sequestration study, (3) rider safety and nondiscrimination requirements for transportation network companies, (4) a traffic signal grant program, (5) transitioning to zero-emission school buses, (6) a new working group on freight rail and ports, (7) DOT encampment removals, (8) marine pilot license fees, (9) increased fines for violating certain motor vehicle equipment requirements, (10) the distracted driving law, (11) a task force on parking access challenges for home health agencies, and (12) a working group on school bus alternative fuels and technologies.

*House Amendment "B" removes the provisions on registering certain air navigation facilities.

*House Amendment "E" reduces, from \$1,000 per offense to \$300 per offense, the bill's increased fines for violating certain motor vehicle

equipment requirements.

*House Amendment "F" adds the provision on the zero-emission school bus safety plan requirement.

EFFECTIVE DATE: Various, see below.

§ 1 — DIESEL-FUELED TRANSIT BUSES

Allows the state to procure, purchase, or lease diesel-fueled transit buses by eliminating a prohibition on doing so that began January 1, 2024; existing law, unchanged by the bill, generally requires at least 30% of state-purchased or -leased buses to be zero-emission buses on and after January 1, 2030

The bill allows the state to procure, purchase, or lease diesel-fueled transit buses by eliminating a prohibition against it doing so that began January 1, 2024. Existing law, unchanged by the bill, requires at least 30% of state-purchased or -leased buses to be zero-emission buses on and after January 1, 2030, with certain exceptions (such as emergency vehicles and buses or vans that transport people in wheelchairs).

EFFECTIVE DATE: Upon passage

§ 2 — STATE AGENCY EV CHARGING STATION PARKING SPOTS

Allows plug-in hybrid and battery EVs to be parked in spots with state agency EV charging stations while not actively charging, at the discretion of the state agency that designated the charging station as available for public use

The bill allows plug-in hybrid and battery EVs to be parked in spots with state agency EV charging stations while not actively charging, at the discretion of the state agency that designated the charging station as available for public use. Current law prohibits parking in these spots unless the vehicle is charging and violations are generally infractions.

By law, state agencies may designate their EV charging stations as available for public use, only state employees, or a combination of both.

EFFECTIVE DATE: Upon passage

§ 3 — EV CHARGING STATIONS AT CERTAIN NEW STATE FACILITIES

Changes the EV charging station requirement for new state facilities that cost over \$100,000 by generally requiring that 8% of these facilities' car parking spaces are capable

of supporting future charging implementation, rather than requiring that 20% of certain parking spaces are installed with level two EV charging stations; requires certain commissioners to periodically make recommendations on revising the EV charging station requirement

The bill changes the EV charging station requirement for new state facilities projected to cost more than \$100,000 by requiring, starting on July 1, 2026, these facilities to be constructed so that at least 8% of their designated car parking spaces are EV capable parking spaces (if the facility will have public parking). “EV capable parking spaces” are those with equipment installed during construction to support future implementation of charging, including the conduits and electrical panel space needed for installing an EV charging station.

Current law instead requires new state facilities with total costs above \$100,000 to have level two EV charging stations installed in at least 20% of parking spaces designated for cars or light-duty trucks. (Level two EV charging stations must supply 208- to 240-volt alternating current.)

Beginning by January 1, 2029, and then every three years, the bill requires the transportation, administrative services, and energy and environmental protection commissioners to jointly submit recommendations on the bill’s EV capable parking space requirement to the Environment, Government Administration and Elections, and Transportation committees. These recommendations must propose an appropriate requirement for future EV charging infrastructure at new state facilities based on the:

1. current public prevalence of EVs and market conditions for buying them;
2. expected future growth in EV ownership by state employees and the public;
3. current and future use of EV charging spaces at state facilities;
4. similar requirements for new construction in neighboring states and nationally recognized model building codes; and

5. state goals for reducing transportation sector pollution, including reducing greenhouse gas emissions.

EFFECTIVE DATE: Upon passage

§ 4 — PORT EASTSIDE INFRASTRUCTURE IMPROVEMENT DISTRICT

Eliminates a provision that exempts district improvements in East Hartford's Port Eastside Infrastructure Improvement District from specified traffic control and highway safety laws

PA 25-90 authorizes East Hartford's Port Eastside Infrastructure Improvement district as a special taxing district to provide services and finance infrastructure improvements within the district. Among other things, it (1) sets an expedited process for state agency administrative actions, permit issuances, and approvals related to specified infrastructure improvements ("district improvements") for the Port Eastside district that supersedes all statutory requirements for these approvals and (2) exempts these improvements from specified traffic control and highway safety laws.

The bill eliminates the traffic control and highway safety-related exemptions for district improvements, which, under current law, include exemptions from laws:

1. requiring major traffic-generating developments to get a certificate of operation from the Office of the State Traffic Administration (OSTA);
2. authorizing OSTA and local traffic authorities to require traffic controls for access to and from specified parking areas or commercial establishments with an entrance or exit on or near a state or local road, as applicable;
3. establishing a 60-day timeframe for DOT and OSTA to make a final determination on economic development project petitions, applications, or requests;
4. authorizing traffic authorities to make and enforce temporary

- regulations to cover emergencies and special conditions;
5. allowing anyone aggrieved by a traffic authority's order or regulation under the traffic control and highway safety laws to appeal it;
 6. setting penalties for failing to comply with traffic control and safety orders and damaging or removing traffic control devices, signs, or lights;
 7. requiring OSTA, if requested, to put up special warning signs near the residences of children who are deaf; and
 8. allowing OSTA or a local traffic authority to designate locations on roads within their respective jurisdictions at which signs saying "State Law Requires Use of Signal Lights When Changing Lanes" may be put up.

EFFECTIVE DATE: Upon passage

§§ 5-11 & 13 — DYNAMIC PART-TIME LANES (FLEX LANES)

Authorizes OSTA to temporarily designate any highway lane or shoulder as a "flex lane" for certain uses and sets restrictions on motor vehicle operation in a designated flex lane; allows (1) DOT to establish a program to enforce these restrictions with automated flex lane control systems and (2) municipalities meeting certain requirements to participate in this program; sets various requirements and procedures for control system operation, violation enforcement, and data collection and retention

The bill authorizes OSTA to temporarily designate any highway (public road) lane or shoulder for certain specified uses to control and manage traffic (a "dynamic part-time lane," also known as a flex lane), including (1) as a high occupancy vehicle (HOV) lane, dedicated lane for bus rapid transit or other motor or service bus use, or dedicated lane for authorized emergency vehicles responding to an emergency call; (2) to redirect an opposing highway lane into a one-way lane; or (3) as needed to maintain the function of the state's highway system. The bill allows OSTA to adopt implementing regulations.

Relatedly, it sets restrictions on motor vehicle operation in flex lanes and allows (1) DOT to establish a program to operate flex lane control

systems (automated enforcement systems) and (2) municipalities meeting certain requirements to participate in this program.

The bill also sets various conditions, requirements, and procedures for operating a flex lane control system, issuing tickets and enforcing violations, and collecting and retaining data. Generally, this framework is similar to provisions in existing law governing DOT's work zone speed camera program (CGS § 13a-261 et seq.).

EFFECTIVE DATE: January 1, 2027, except the provision applying Centralized Infractions Bureau (CIB) procedures to violations is effective October 1, 2026.

Motor Vehicle Operation Restrictions in Designated Flex Lanes (§ 6)

The bill restricts motor vehicle operation in OSTA-designated flex lanes (sets "flex lane restrictions") as follows:

1. flex HOV lanes are limited to (a) traveling with at least one passenger or (b) operating a blood transport vehicle to transport human blood and blood products between a collection point and a hospital or storage center according to existing law's requirements;
2. flex lanes dedicated to bus rapid transit or other bus use are limited to (a) operators or passengers in state-authorized public transit vehicles, authorized emergency vehicles responding to an emergency, vehicles operated by DOT or a DOT contractor authorized to maintain the roadway, or motor vehicles the DOT commissioner specifically allows in writing to enter or travel on these lanes or (b) motor vehicle operators directed to stop or park by a law enforcement officer or "official traffic control device" (generally meaning lawfully placed signs, signals, markings, and devices that regulate, warn, or guide traffic);
3. flex lanes dedicated for authorized emergency vehicles responding to an emergency are limited to these operators or

motor vehicle operators obeying a law enforcement officer's direction; and

4. flex lanes dedicated for redirecting an opposing highway lane into a one-way lane or maintaining the function of the state's highway system are limited to motor vehicle operators obeying an official traffic control device or law enforcement officer's direction.

Flex Lane Control Systems (§§ 5, 7 & 10)

The bill allows DOT to establish a program to operate flex lane control systems, which are devices with one or more sensors connected to a camera system that can produce images indicating the date, time, and location that a motor vehicle allegedly violated the bill's flex lane restrictions (or a related municipal ordinance).

It also allows any municipality operating a bus in a flex lane to participate in DOT's flex lane control system program if it adopts an ordinance meeting certain requirements, for example, specifying that a motor vehicle owner violates the ordinance if his or her vehicle is captured violating the bill's flex lane restrictions by a flex lane control system that DOT operates on the municipality's behalf. The municipality must also enter into an agreement with DOT for flex lane control system design, installation, operation, and maintenance. The bill specifies that no person may be subject, for the same offense, to both a fine for violating a municipal ordinance and a fine for violating the bill's flex lane restrictions.

The bill places various conditions and requirements on flex lane control system operation, including that:

1. control systems must be operated by someone trained and certified to do so (a "dynamic part-time lane control system operator");
2. control systems may only record images of motor vehicles allegedly operating in violation of the bill's flex lane restrictions

or a related municipal ordinance, and the images may not be used for surveillance;

3. drivers must be given notice through signs and DOT's website; and
4. control system operators must meet certain training, record keeping, and system testing requirements.

The bill also allows the DOT commissioner to (1) adopt implementing regulations and (2) establish standards and procedures for flex lanes and their control systems.

Notice Requirements. For a flex lane with a control system, the bill requires (1) at least two conspicuous road signs to be placed at a reasonable distance before the flex lane and (2) an appropriate sign to be conspicuously placed at its end point if it has an operational control system. The signs ahead of the flex lane must be placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), as approved and revised by OSTA, and the first one must indicate why OSTA designated the flex lane and the second must indicate whether or not the control system is operating.

The bill also requires DOT to post a notice identifying the locations of flex lane control systems on its website.

Vendors and Contracts. The bill allows DOT to (1) enter into agreements with vendors for flex lane control system design, operation, maintenance, or a combination of them, and (2) retain and employ consultants and assistants by contract or another basis for legal, financial, professional, technical, or other services necessary for control system design, operation, and maintenance. If a vendor provides, deploys, or operates a control system, the vendor's fee may not be contingent on the number of violations issued or fines paid under the bill (including under a municipal ordinance).

A "vendor" is someone who (1) provides flex lane control system-

related services; (2) operates, maintains, leases, or licenses a control system; or (3) reviews and assembles the images the control system records.

Training and Record Keeping. The bill requires flex lane control system operators to complete training from the system's manufacturer, or the manufacturer's representative, on the procedures for setting up, testing, and operating the system. The training must also cover any devices critical to a system's operation. Upon training completion, the manufacturer or its representative must issue a signed certificate to the operator.

Flex lane control system operators must complete and sign a daily log for the control system that (1) states the date, time, and location of its setup; (2) states that they successfully performed, and the control system passed, the testing specified by the manufacturer; and (3) must be kept on file at the operator's principal office.

The bill also requires flex lane control systems to have an annual calibration check done at a calibration laboratory. The laboratory must issue a signed certificate of calibration after the check, which must be kept on file.

Under the bill, the operator training certificates, control system daily logs, and certificates of calibration discussed above must be admitted as evidence in any (1) court proceeding for a violation of the bill's flex lane restrictions or (2) municipal citation hearing procedure for a violation of a municipal ordinance, as applicable.

Ticket Issuance and Processing (§§ 7, 8 & 13)

When a flex lane control system detects and produces images of a vehicle allegedly violating the bill's flex lane restrictions or a related municipal ordinance, a (1) sworn or authorized member of the State Police or (2) sworn member or employee of the municipality's police department or traffic authority-designated municipal employee, as applicable, must review the images. If, upon review, the member or

employee determines there are reasonable grounds to believe a violation occurred, he or she may issue a written violation notice. The notice must be sworn or affirmed by the member or employee and treated as prima facie evidence of the facts in it.

Under the bill, the notice must include:

1. a copy of the image showing the vehicle and its license plate;
2. the vehicle's registration number and issuing state;
3. the dates of the most recent calibration check and inspection and written verification that the control system was operating correctly during the alleged violation; and
4. the date, time, and location of the alleged violation.

For vehicles registered in Connecticut, the bill requires the violation notice to be sent by first class mail to the address on file with the Department of Motor Vehicles (DMV) within 30 days after the alleged violation occurred or the vehicle owner's identity is ascertained, whichever is later. For vehicles registered elsewhere, the notice must be similarly sent to the address on file with the issuing jurisdiction within 30 days after ascertaining the owner's identity. However, the bill makes notices of violation invalid if they are mailed later than 90 days after an alleged violation. Manual or automatic records of mailing prepared by the flex lane control system operator in the ordinary course of business are prima facie evidence of mailing and are admissible in any court proceeding as to facts the notice contains.

The bill requires DMV to provide DOT and any vendor with information on owners of vehicles captured allegedly violating the bill's flex lane restrictions or a related municipal ordinance, including the (1) vehicle's make and license plate number and (2) owner's name and address.

Under the bill, owners who receive violation notices must generally follow CIB procedures for mail-in violations (see *Background* –

Centralized Infractions Bureau). However, this does not apply to violation notices issued under a municipal ordinance.

Enforcement and Penalties (§§ 6-8 & 10)

Under the bill, owners of motor vehicles that a control system captures violating the flex lane restrictions discussed above must be fined (1) \$75 for a first violation and (2) up to \$200 for a subsequent violation that happens within one year of their most recent violation (subsequent violations that happen after this period are treated as a first violation). The owner is liable for the fine unless the driver received a citation from a law enforcement officer when the violation occurred. For motor vehicles leased for more than 30 days, the lessee is considered the owner.

All fine revenue must be deposited into the Special Transportation Fund, except any revenue from fines imposed under a municipal ordinance must be deposited into the municipality's general fund or a municipally designated special fund. (These municipal ordinances cannot set fines in excess of those described above.)

The bill prohibits flex lane violations (including under a municipal ordinance) from being (1) included in the driver's driving control record (driver history), (2) the subject of merit rating for insurance purposes, or (3) used to impose surcharge points for auto insurance coverage.

It makes the following two defenses specifically available to owners of vehicles captured allegedly violating the bill's flex lane restrictions:

1. the violation happened during a time when the vehicle was reported stolen to law enforcement and had not yet been recovered or
2. the control system used did not comply with the bill's requirements on accuracy testing, certification, or calibration.

If a vehicle owner fails to (1) pay the fine imposed for a violation (or conviction) of the bill's flex lane restrictions; (2) submit a not guilty plea

by the answer date; or (3) appear for a scheduled court appearance, DMV may refuse to register the vehicle or suspend its registration. (This provision does not apply to violations of a municipal ordinance.)

Privacy (§§ 5 & 9)

The bill prohibits DOT, municipalities, and vendors from selling or disclosing “personally identifiable information” to any person or entity unless the disclosure is made in connection with charging, collecting, and enforcing fines imposed for violations of the bill’s flex lane restrictions or a related municipal ordinance. It also (1) prohibits DOT, municipalities, and vendors from storing or keeping this information unless it is needed to collect and enforce these fines and (2) exempts this information from disclosure under the Freedom of Information Act.

Under the bill, “personally identifiable information” is information DOT, a municipality, or a vendor creates or maintains that identifies or describes a vehicle owner and includes the owner’s address; phone number; license plate; photo; bank account information; credit card or debit card number; or the date, time, location, or direction of travel on a highway.

The bill requires DOT, municipalities, and vendors to destroy personally identifiable information and other data specifically identifying a motor vehicle and relating to an alleged violation within 30 days after a (1) fine is imposed or (2) trial or hearing is resolved, whichever is later. However, it allows these entities to retain a portion of personally identifiable information for determining subsequent violations but requires that they destroy this information within one year after someone’s most recent violation.

Municipal Participation in Flex Lane Control System Program (§§ 10 & 11)

Under the bill, a participating municipality’s ordinance must specify the following:

1. a motor vehicle owner violates the ordinance if his or her vehicle is captured violating the bill’s flex lane restrictions by a flex lane

- control system that DOT operates on the municipality's behalf;
2. a fine, if any, for an owner of a motor vehicle that violates the ordinance, which (a) cannot exceed the fine amounts the bill establishes for first and subsequent violations of flex lane restrictions and (b) must treat subsequent violations as a first violation if they happen more than one year after an owner's most recent violation;
 3. fines may be paid electronically; and
 4. the defenses available to owners of vehicles captured allegedly violating the ordinance, which must at least include those described above.

Citation Hearing Procedure. The bill requires any municipality that adopts an ordinance to also adopt, for alleged ordinance violations, a municipal citation hearing procedure meeting requirements set in existing law.

Existing law allows municipalities to establish by ordinance a hearing procedure for citations they issue and authorizes the Superior Court to enforce fines and judgements imposed through the citation hearing procedure. Among other things, the law generally requires (1) the municipal chief executive officer to appoint citation hearing officers, (2) municipalities to inform the person to whom a citation was issued of his or her right to contest the citation at a hearing, (3) the issuing police officer or official to attend the hearing if the violator requests it, and (4) the hearing officer to conduct the hearing in the manner and with methods of proof he or she deems fair and appropriate. The law also allows people found liable for a penalty through the citation hearing procedure to appeal to the Superior Court. The bill extends these provisions to citations issued under a municipal ordinance authorizing participation in DOT's flex lane control system program.

Background

Centralized Infractions Bureau. By law, individuals charged with a

motor vehicle violation may, generally, pay the fine through CIB without appearing in court. Payment is considered a plea of nolo contendere (no contest) and is not admissible in any civil or criminal proceeding. If an individual pleads not guilty, CIB must send the plea and request for trial to the clerk of the geographical area court where the trial is to take place. The practice, procedure, rules of evidence, and burden of proof applicable in criminal proceedings apply in the trial (CGS § 51-164n).

Related Bills. sHB 5449 (File 536), reported favorably by the Judiciary Committee, generally restricts law enforcement agencies and other public agencies from using automated license plate reader (ALPR) systems or ALPR data, except for certain listed reasons. Among other things, the bill generally allows these entities to keep ALPR data for only 30 days.

sHB 5552 (File 555), reported favorably by the Government Administration and Elections Committee, prohibits public agencies, starting October 1, 2026, from entering into or renewing any contract with a vendor that does not prohibit the vendor from engaging in certain activities related to ALPR information gathered in the state.

sSB 397 (File 399, as amended by Senate “A” and “B”), reported favorably by the Judiciary Committee and passed by the Senate, sets various conditions and restrictions on how law enforcement agencies and other public agencies may use ALPR systems or associated data, including generally setting a 21-day limit on how long agencies can keep this data. The bill allows public agencies or their private vendors to keep ALPR data for more than 21 days if it may be necessary to establish that a potential future offense, motor vehicle violation, or infraction (under an ordinance, statute, or regulation) is a subsequent one with a higher penalty than the previous one.

§ 12 — GOVERNOR’S TRAVEL RESTRICTION ORDERS

Increases the penalty for violating a governor-issued travel restriction order, from an infraction to a fine of up to \$250

The bill increases the fine for violating a governor-issued travel restriction order to a maximum of \$250. Under current law, violators are subject to an infraction, which is a \$50 fine according to the current, October 2025 version of the Superior Court’s Schedule of Fines. Under the bill, these violations are still processed through CIB (see *Background* above).

By law, whenever extreme weather conditions or other acts of nature cause an emergency situation that requires restricting the use of state streets and highways, the governor may generally issue an order restricting the people and vehicles allowed to use them and specifying the routes they must follow.

EFFECTIVE DATE: October 1, 2026

§§ 14 & 37 — ROAD AND BRIDGE NAMING

Names a portion of Route 163 in Montville the “Kevin Ryan Memorial Highway”; repeals a duplicative bridge naming in Newington

The bill names a portion of Route 163, between the intersection of Route 32 traveling in a northwesterly direction to the intersection of Route 82 in Montville, the “Kevin Ryan Memorial Highway.”

It also repeals a duplicative bridge naming in Newington.

EFFECTIVE DATE: Upon passage

§§ 15 & 16 — UCONN STUDY AND DOT VEGETATION MANAGEMENT GUIDELINES

Delays the due date for a UConn final report on its carbon sequestration study and requires it to also submit the study results and related recommendations to DOT; requires the DOT commissioner to consider the results of UConn’s study and determine whether DOT’s vegetation management guidelines need to be accordingly revised

The bill delays, from July 1, 2025, to October 1, 2026, the due date for the UConn Department of Natural Resources and the Environment’s final report on its study of carbon sequestration by trees and other vegetation along highways and other areas in Connecticut. (Under existing law, its interim report was due by January 1, 2025, but, in practice, the department published that report on February 1, 2026.)

Along with the final report, the bill also requires the UConn department to submit its study results and any related recommendations to DOT, which is in addition to the Transportation and Environment committees as existing law requires.

Relatedly, the bill requires the DOT commissioner, by February 1, 2027, to consider the results of UConn's study and determine whether DOT's vegetation management guidelines need to be accordingly revised. If the commissioner determines that the guidelines do not need to be revised, he must report to the Transportation and Environment committees explaining why. Alternatively, if he revises the guidelines based on UConn's study, he must submit them to these legislative committees and the committees may hold a joint public hearing for the commissioner to present on the revised guidelines.

EFFECTIVE DATE: October 1, 2026, except the provisions related to UConn's study are effective July 1, 2026.

Background

DOT Vegetation Management Guidelines. Existing law requires DOT to develop, and revise as necessary, guidelines on tree and vegetation management, removal, and replacement along state highways for its employees and contractors to use for maintenance and construction projects. The guidelines must include certain components and aim to ensure that maintenance and construction projects' impacts on the environment, landscape, and noise pollution are balanced or outweighed by measures taken to avoid and minimize them. The guidelines apply to construction projects financed, wholly or partially, with federal funds to the extent that they do not conflict with federal laws and regulations. They do not apply to tree or vegetation removal that is (1) needed to maintain public safety or (2) due to a weather-related civil preparedness emergency.

Related Bill. sSB 414 (File 359), reported favorably by the Transportation Committee, has substantially similar provisions.

§§ 17-21 — RIDER SAFETY AND NONDISCRIMINATION REQUIREMENTS FOR TNCs

Requires TNCs (such as Uber and Lyft) to implement certain additional rider and driver safety measures; increases the frequency of criminal history records checks for TNC drivers; and requires TNCs to adopt a service animal nondiscrimination policy

The bill makes changes in laws on Transportation Network Companies (TNCs, such as Uber and Lyft; see below) by generally requiring them to implement certain additional rider and driver safety measures. Among other things, the bill (1) requires TNCs to provide certain safety features to riders and notify them about these features; (2) increases the frequency of criminal history records checks for TNC drivers; and (3) requires TNCs, when TNC drivers are offered a prearranged ride, to demarcate on the offer whether the requesting rider is verified by the company.

The bill also requires TNCs to (1) adopt, maintain, and enforce a service animal nondiscrimination policy meeting certain requirements and (2) provide an annual training on sexual assault prevention and driver education, which they must require each TNC driver to complete. The training must include information on preventing, identifying, and reporting sexual assault and instruction on appropriate interactions with riders.

Additionally, the bill delays, from January 1, 2026, to February 1, 2027, the date by which Connecticut-registered TNCs must begin to annually report certain aggregate data to the transportation commissioner (the average fare collected from TNC riders, the total time TNC drivers spent giving prearranged rides, and the total compensation paid to drivers for these rides).

EFFECTIVE DATE: January 1, 2027, except the provisions on TNC nondiscrimination policies are effective October 1, 2026.

Transportation Network Companies

By law, unchanged by the bill, TNCs are business entities that operate in Connecticut and use a digital network (generally an online-enabled application, website, or system) to connect TNC riders to TNC drivers

for prearranged rides. (They do not include taxicab certificate or livery permit holders.) TNC drivers are not TNC employees and use vehicles meeting certain requirements to provide these rides while connected to a digital network. A “prearranged ride” is one that starts when a TNC driver accepts a ride request through the digital network and ends when the rider exits the vehicle.

Rider Safety Requirements

Notice of Required Safety Features. After a potential TNC rider requests a prearranged ride, the bill requires TNCs, through their digital networks, to notify the rider about any available safety features that can be used during the ride. The bill requires TNCs to at least have the following features:

1. location sharing allowing a rider to share information about the ride with a third party;
2. an emergency assistance interface or other way to contact a public safety answering point;
3. optional audio recording, which must notify the driver when in use and comply with applicable state and federal laws on recording communications; and
4. available 24-hour support and resources for managing any ride-related incidents, accidents, or emergencies.

Under the bill and existing law, a “public safety answering point” is generally a facility that receives 9-1-1 calls and dispatches emergency response services or transfers calls to other public safety agencies.

Telemetric Monitoring. The bill requires TNCs, through their digital networks, to (1) have a telemetric monitoring system capable of providing an emergency assistance interface (see above) and (2) allow a third party, through an agreement with the company, to receive, review, and respond in real time to digital network-generated verified safety requests related to safety anomalies occurring during a prearranged ride.

Under the bill, “telemetric monitoring” is the continuous, automated collection and evaluation of operational and system performance data that a digital network generates during a ride. A “safety anomaly” is generally an unexpected event, detected by a digital network, that deviates from a TNC’s performance baselines and may indicate a potential safety risk for a driver or rider (for example, indications of a vehicle accident, departure from the prearranged ride path, or prolonged period of inactivity on the digital network).

Driver Identity Verification, Background Checks, and Bans. Existing law prohibits TNCs from allowing someone to work as a TNC driver for various reasons, such as certain motor vehicle violations and offenses or their inclusion on a state or national sex offender registry. The bill adds to this list failure to submit periodic identity verification when a TNC requests it through the digital network and the driver is connected to, and active on, the network.

The bill increases the frequency of the criminal history records checks TNCs must conduct for each person permitted to drive for the company, to annually rather than every three years as current law requires.

Additionally, the bill requires TNCs to notify (or cause to be notified) each Connecticut-registered TNC within five days after completing an investigation resulting in the permanent ban of a driver’s access to the company’s digital network due to a sexual assault or assault resulting in another person’s death connected with the driver’s digital network use. Under the bill, this notice must include the driver’s first and last name, birthdate, and driver’s license number. By law and under the bill,

a “sexual assault” includes 1st, 2nd, 3rd, and 4th degree sexual assault, aggravated sexual assault, or sexual assault with a firearm.

Rider Identity Verification

Under the bill, when drivers are offered a prearranged ride, the TNC must demarcate on the offer whether the requesting rider (or third party requesting the ride on their behalf) is verified by the company. A TNC must designate someone as verified if the company has authenticated their identity using certain means (submission of a valid photograph, comparison of the person’s account with records another party maintains, or any other method that reasonably allows the company to confirm their identity).

The bill specifies that if a driver declines a ride offer for someone who is unverified, this does not alone give the TNC grounds to take disciplinary action against the driver, including suspension or deactivation (restricting their access to the digital network).

Nondiscrimination Policies

Existing law requires each TNC to (1) adopt a broad policy of nondiscrimination (based, for example, on riders’ and drivers’ destination, age, race or ethnicity, religion, disability status, sex or gender identity, or sexual orientation) and (2) notify all TNC drivers using a company’s digital network about the policy. The bill specifies that TNCs must maintain and enforce their policies and requires each of them to also adopt, maintain, and enforce a service animal nondiscrimination policy, which must at least do the following:

1. prohibit drivers from cancelling or refusing prearranged rides based on the potential rider being accompanied by a service animal, regardless of an allergy, fear, or religious or cultural objection to the animal;
2. require the TNC, through its digital network, to (a) display an option for a potential rider to disclose that he or she is accompanied by a service animal and report when a driver

- cancels or refuses to provide a prearranged ride in violation of applicable laws on accommodating service animals and the company's service animal nondiscrimination policy; (b) notify a driver who attempts to cancel or refuse a prearranged ride with a rider who has disclosed he or she is accompanied by a service animal that doing so may violate the service animal laws and company policy and may result in a permanent ban from accessing the company's digital network; and (c) give drivers with an active account on the digital network periodic reminders about the rights of riders with disabilities and the applicability of laws on accommodating service animals;
3. require the TNC to (a) investigate and respond to each report of a driver canceling or refusing a prearranged ride based on the rider being accompanied by a service animal and (b) maintain records of these reports and the company's investigation and response for at least three years from the date of the reported cancellation or refusal; and
 4. require the TNC to permanently ban drivers who violate the company's service animal nondiscrimination policy from accessing its digital network.

By law, TNC drivers must (1) comply with all applicable laws related to accommodating service animals and (2) accommodate service animals at no additional charge.

Background — Related Bill

sSB 415 (File 467), reported favorably by the Transportation Committee, has similar provisions.

§§ 22 & 23 — TRAFFIC SIGNAL GRANT PROGRAM

Requires DOT to give priority under the traffic signal modernization grant program to projects located in heavily congested areas, rather than to grant applications submitted by two or more municipalities

Existing law requires the Department of Transportation (DOT) commissioner to establish a matching grant program to help

municipalities modernize their traffic signal equipment and operations to make them responsive to congestion and to reduce idling. It also earmarks \$75 million from a DOT bond authorization for a matching grant to modernize existing traffic signal equipment and operations.

Under current law, DOT must give preference to grant applications submitted by, and create incentives for projects implemented by, two or more municipalities. The bill instead requires DOT to give priority to projects located in heavily congested areas.

EFFECTIVE DATE: July 1, 2026, except the changes to the traffic signal grant program (§ 22) are effective October 1, 2026.

Background — Related Bill

sSB 416 (File 468), §§ 1 & 2, favorably reported by the Transportation Committee, contains identical provisions.

§§ 24 & 38 — ZERO-EMISSION SCHOOL BUSES

Requires 90%, rather than 100%, of school buses to be zero-emission by 2040 and sets an interim deadline for distressed municipalities; eliminates the requirement that environmental justice communities fully transition to zero-emission school buses by 2030; requires municipalities to submit plans outlining how they will meet the zero-emission requirements; modifies zero-emission school bus grant program requirements, including broadening its purposes beyond providing matching funds for federal grant applications; requires schools to implement safety plans before using a zero-emission school bus

Deadline Extensions

Existing law requires school districts to gradually transition to zero-emission school buses (see BACKGROUND) and sets deadlines for doing so. By law, a zero-emission school bus is a school bus certified by the Environmental Protection Agency (EPA) as having a drivetrain that does not produce any exhaust emission of any EPA-listed air pollutant or greenhouse gas under any possible operational mode or condition (42 U.S.C. § 16091(a)(8)).

Under current law, 100% of school buses that provide transportation for school districts in the state must be (1) either zero-emission or alternative-fuel (such as natural gas or propane) by January 1, 2035, and (2) zero-emission only by January 1, 2040. The bill:

1. eliminates the 2035 requirement;
2. lowers the percentage of buses in each district that must be zero-emission in 2040 to 90%; and
3. extends the deadline to July, rather than January in the same year, aligning with the legal school year (July 1 to June 30 of the following year).

Requirement in Environmental Justice Communities and Distressed Municipalities. Current law sets an earlier deadline for some school districts, requiring that 100% of buses providing transportation for school districts located in or containing at least one environmental justice community (as of July 1, 2022) be zero-emission by January 1, 2030. By law, an environmental justice community is (1) any U.S. census block group, as determined by the most recent census, for which at least 30% of the population consists of low-income people who are not institutionalized and have an income below 200% of the federal poverty level or (2) a distressed municipality (CGS § 22a-20a).

The bill eliminates this requirement and instead sets an interim deadline for school buses in municipalities that were distressed municipalities on July 1, 2026 (see *Background – Distressed Municipalities*). Because the definition of environmental justice community includes distressed municipalities, this change effectively reduces the number of municipalities who must meet earlier deadlines for transitioning to zero-emission school buses.

Under the bill, buses providing transportation for each school district in a distressed municipality must be 50% zero-emission by July 1, 2035. Like all school districts under the bill, the school buses in a distressed municipality must also be 90% zero-emission by July 1, 2040.

Transition Plans

The bill requires municipalities to submit plans and schedules outlining how they will comply with the bill's requirements to the Department of Energy and Environmental Protection (DEEP)

commissioner. Distressed municipalities must submit their plans by July 1, 2029, and all other municipalities must do so by July 1, 2035.

Changes to Grant Program

Current law requires DEEP to administer a grant program to give matching funds to municipalities, school districts, and bus operators who apply for federal grants to purchase zero-emission school buses and related charging infrastructure in order to maximize federal funding.

The bill makes several changes to this program. First, it broadens the purposes for which grants can be awarded by eliminating the requirement that the program provide matching funds for federal grants and instead requires that it provide a portion of funds necessary to maximize federal, state, or other sources of funding or financing. It also requires DEEP to (1) administer the program in consultation with the Connecticut Green Bank and (2) give preference to grant applications for school buses that will operate in a distressed municipality rather than an environmental justice community, conforming with the change to the zero-emission school bus transition requirements (see above).

Safety Plans

The bill requires local and regional school boards, before purchasing or using a zero-emission school bus, to develop and implement safety plans that (1) consider the ages and developmental needs of students transported on zero-emission school buses and (2) include fire evacuation procedures.

EFFECTIVE DATE: July 1, 2026, except the safety plan requirement is effective upon passage.

Background — Distressed Municipalities

DECD annually designates distressed municipalities, based on high unemployment and poverty, aging housing stock, and low or declining rates of job, population, and per capita income growth (CGS § 32-9p).

The current (issued October 2025) distressed municipalities are Ansonia, Bridgeport, Bristol, Chaplin, Derby, East Hartford, East Haven, Griswold, Groton, Hartford, Killingly, Lisbon, Mansfield, Meriden, Montville, Naugatuck, New Britain, New Haven, New London, North Canaan, North Stonington, Norwich, Plainfield, Plymouth, Putnam, Preston, Sprague, Stafford, Sterling, Stratford, Torrington, Voluntown, Waterbury, West Haven, Willington, Winchester, and Windham.

Background — Related Bills

sSB 416 (File 468), § 3, favorably reported by the Transportation Committee, contains similar provisions.

HB 5470 (File 422), favorably reported by the Energy and Technology Committee, eliminates the requirement to fully transition to zero-emission buses and instead sets a deadline by which all school buses must be zero-emission, alternative fuel, or hybrid.

§ 25 — FREIGHT RAIL, SEA LANES, AND PORTS WORKING GROUP

Requires the CPA executive director, or his designee, to convene a working group to study, among other things, policies to encourage the use of freight rail, sea lanes, and ports to transport goods in the state

The bill requires the Connecticut Port Authority (CPA) executive director, or his designee, to convene a working group to study and make recommendations on:

1. potential state policies and incentives to encourage using freight rail and sea lanes and ports to transport goods within the state, such as construction materials, industrial materials, agricultural and food products, and municipal solid waste;
2. opportunities to expand freight rail and port infrastructure in the state; and
3. the environmental, economic, and transportation impacts of increasing freight rail, sea lane, and port use.

Under the bill, the CPA executive director serves as chairperson of the group, and the DEEP, DOT, and Department of Economic and Community Development commissioners (or their designees) must be members. The group must also include any other member the CPA executive director invites to participate, including representatives of manufacturer organizations, freight rail carriers, solid waste and recyclable collectors, and other members the executive director deems necessary.

The CPA executive director must schedule the working group's first meeting by September 1, 2026, and report the group's findings and recommendations to the Transportation Committee by January 1, 2027. The group ends when it submits its report or January 1, 2027, whichever is later.

EFFECTIVE DATE: July 1, 2026

Background — Related Bill

sSB 416 (File 468), § 5, favorably reported by the Transportation Committee, contains substantially similar provisions.

§§ 26 & 27 — DOT ENCAMPMENT REMOVALS

Establishes a notice requirement applicable to DOT's (or their agents' or contractors') removal of certain encampments located on a state highway right-of-way; requires the DOT and DMHAS commissioners to study and make recommendations on best practices and standards related to these encampments

The bill generally requires DOT, before removing an encampment located on any state highway right-of-way, to give at least 14 days' written notice stating (1) the removal's date and time and (2) that no person or personal property can remain on the right-of-way after the removal date. DOT must at least post this notice, printed in English and Spanish, at the encampment's apparent entry, exit, and common areas. When doing so, the department may also give oral or written notice to anyone present.

The bill exempts DOT from this notice requirement if the DOT commissioner determines the removal is needed due to a transportation

operations or infrastructure emergency or public safety emergency. In these instances, the commissioner must document the reasons for his determination in writing.

The bill also requires the DOT and Department of Mental Health and Addiction Services (DMHAS) commissioners to jointly study and make recommendations on best practices and standards to use when responding to, managing, or removing encampments on any state highway right-of-way.

EFFECTIVE DATE: Upon passage

Definitions

Under the bill, an “encampment” is any outdoor location where at least one person sleeps or resides using tents, tarps, bedding, or other temporary shelter or structures for habitation. It does not include a campground or other location authorized for recreational camping by a federal, state, or municipal agency or a private property owner.

A “state highway right-of-way” is land DOT owns or controls for highway purposes, including the traveled way, shoulders, medians, slopes, drainage areas, and areas under or next to bridges and overpasses. It does not include land the department owns or controls that is improved with a (1) safety rest area, (2) service plaza, (3) bus shelter, or (4) commuter parking facility built according to applicable law.

A “removal” is the full or partial clearing of an encampment by DOT (or its agents or contractors), including requiring people to leave the property and collecting, relocating, discarding, or disposing of habitation-related structures or materials and “personal property” (items that can reasonably be identified as personal belongings, have apparent value or utility, and are not hazardous).

DOT and DMHAS Encampment Study

The bill requires the DOT and DMHAS commissioners’ encampment study to at least identify:

1. best practices from other states or municipalities on (a) providing advance removal notices to someone living at an encampment, including methods and reasonable timeframes for giving these notices and their frequency, and (b) personal property treatment during an encampment removal;
2. outreach and engagement procedures for trained personnel that ensure respect for the personal dignity and property of those living at an encampment;
3. appropriate state and local agencies to offer immediate assistance and support to these individuals, both before and during an encampment removal, for emergency shelters, transitional or permanent housing, social services, or other interventions;
4. guidance, training, or technical assistance for state and local agencies and municipalities on humane and effective practices for responding to, managing, and removing encampments; and
5. ways to coordinate, before an encampment removal and as appropriate, with the municipality, community-based organizations serving people experiencing homelessness, housing authorities, other local service providers, and local law enforcement.

The bill requires the commissioners, by January 15, 2027, to jointly submit the study results and any recommendations to the Transportation Committee.

Background

Interagency Council on Homelessness. PA 25-52 established in statute the interagency council on homelessness, which is charged with advising and assisting the DOH commissioner to improve homelessness prevention and response efforts. The DMHAS commissioner is a regular member of the council and the DOT commissioner is authorized to participate as an ad hoc member, as determined by the DOH commissioner.

Related Bills. HB 5260 (File 161), reported favorably by the Housing and Planning and Development committees, generally prohibits municipalities from adopting or enforcing ordinances that prohibit a homeless person from using municipally controlled, publicly accessible outdoor areas for certain activities. The bill's restriction on ordinances generally does not apply to state-owned property in DOT's custody.

sHB 5235 (File 409), reported favorably by the Transportation and Housing committees, has substantially similar provisions.

§§ 28 & 29 — MARINE PILOT LICENSE FEES

Eliminates the fee for issuing or renewing a marine pilot license (currently \$105.48 annually)

This bill eliminates the fee for issuing or renewing a marine pilot license (currently \$105.48 annually).

Marine pilots are experts in local conditions and navigating specific waters who board vessels to guide them safely through their area. By law, the Connecticut Port Authority licenses marine pilots for state ports and waters, and most registered vessels must have a licensed pilot on board if they embark or disembark from a port in the state or transit the Long Island Sound.

EFFECTIVE DATE: October 1, 2026

Background — Related Bill

HB 5461 (File 255), favorably reported by the Transportation Committee, contains identical provisions.

§ 30 — INCREASED FINES FOR VIOLATING CERTAIN MOTOR VEHICLE EQUIPMENT REQUIREMENTS

Increases the fine, from \$150 per offense to \$300 per offense, for violating certain requirements under existing law related to motor vehicle mechanical equipment, primarily involving mufflers and exhaust pipes

The bill increases the fine, from \$150 per offense to \$300 per offense, for violating certain requirements under existing law related to motor vehicle mechanical equipment, primarily involving mufflers and exhaust pipes. As under existing law, these violations are (1) processed

through the Centralized Infractions Bureau (see §§ 5-11 & 13 *Background* above) and (2) subject to a Special Transportation Fund surcharge of 50% of the fine (CGS § 13b-70).

The motor vehicle equipment offenses subject to the increased fine generally include the following:

1. operating, constructing, equipping, or adjusting a motor vehicle (or its devices) to cause unnecessary or unusual noise;
2. operating a motor vehicle with an improper muffler; failing to maintain a muffler in good working order; installing or using a muffler without interior baffle plates or other effective muffling devices, a gutted muffler, a muffler cutout, or a straight exhaust; installing or using a mechanical device that amplifies the vehicle's emitted noise; removing or replacing all or part of a muffler except to repair or replace it; or using an extension or device on an exhaust system or tail pipe that will cause excessive or unusual noise;
3. operating a motor vehicle that emits excessive fumes or exhaust smoke;
4. violating requirements for constructing, placing, or positioning exhaust pipes on a motor vehicle;
5. operating a motor vehicle with a defective horn; and
6. operating a warning siren, whistle, or bell on a motor vehicle except as the law allows.

EFFECTIVE DATE: October 1, 2026

Background — Related Bill

sHB 5462 (File 388), § 2, reported favorably by the Transportation Committee, has identical provisions.

§§ 31-34 — REVISIONS TO THE DISTRACTED DRIVING LAW

Updates and reorganizes the distracted driving law to reflect current device and vehicle technology and how it is used; generally prohibits driving while a video is visible to the driver in the normal driving position, regardless of the technology used to play the video; prohibits holding or supporting a mobile electronic device with any part of the body while driving and failing to maintain a proper lookout

This bill revises and updates the state's distracted driving law. Among other things, it explicitly prohibits:

1. driving while a video or moving image is visible to the driver on an installed screen or similar device, with certain exceptions;
2. driving while holding or supporting a mobile electronic device with any part of the body; and
3. failing to maintain a proper lookout.

The bill reorganizes and makes various minor, technical, and conforming changes to the distracted driving law, including merging current definitions into two terms ("mobile electronic device" and "hands-free mode"), deleting redundant language, and making technical corrections to statutory references. Broadly, these changes simplify and update the law to reflect current technology and its use.

EFFECTIVE DATE: October 1, 2026

"Mobile Electronic Device" and "Hands Free Mode"

The bill combines current law's definitions, eliminates redundant ones, and generally updates them to reflect current device and vehicle technology and how it is used (for example, voice-activated vehicle technologies).

Under current law, a "mobile electronic device" is any handheld or portable electronic equipment capable of providing data communications between two or more people, including a number of devices specified in the law. The bill (1) eliminates the definition of mobile telephone and other associated definitions and instead includes mobile telephone as one of the specified devices and (2) adds equipment to display a video or moving image to the list of devices included. It also

clarifies that the law is not limited to only those listed in the definition.

The bill defines the term “hands free mode” and eliminates current law’s definitions for handheld mobile telephone, hands-free accessory, and hands-free mobile telephone. “Hands-free mode” means the operation of a mobile electronic device where a user engages in voice communication or receives audio without touching or holding the device, other than to activate or deactivate it with a single touch or swipe. Compared to the definitions the bill eliminates, this new definition focuses on how a person uses the technology, as opposed to the technology’s features.

Prohibited Activities

Current law prohibits using a mobile telephone to engage in a call or using a mobile telephone or mobile electronic device to type, send, or read a text message. It also (1) presumes that a driver who holds a phone near their ear is engaged in a call and (2) allows an exception for using hands-free mobile telephones.

The bill revises these prohibited activities by generally eliminating those under current law and instead prohibiting (1) holding or supporting a mobile electronic device with any part of the body, regardless of whether the driver is using it; (2) using a mobile electronic device (unless it is in hands-free mode); or (3) reading, viewing, or typing a text message or other nonvoice message or communication on a mobile electronic device.

The bill retains (directly or indirectly) existing law’s exceptions to these prohibited activities (such as emergency calls) and special circumstances (such as prohibiting young drivers from using devices even hands-free).

Driving With Video in Driver’s View. Additionally, the bill explicitly prohibits driving while a video or moving image is visible to the driver, in the normal driving position, on a mobile electronic device, installed screen, or other similar device. This prohibition does not apply to (1)

maps generated by GPS systems or applications, as long as the device or screen is mounted or attached to the vehicle's windshield, dashboard, or center console in a way that doesn't impede driving or (2) video or moving images used to help a driver while backing up or parking, enhance the driver's view of the road, or help the driver with object detection.

Presumably, much of the activity prohibited by this provision is considered using a mobile electronic device under current law and, so, is already illegal. The bill bans the activity, specifically, and applies it to video or moving images played on installed screens and similar devices.

Failure to Maintain Proper Lookout. Existing law also prohibits engaging in any activity that is not related to driving and that interferes with safe driving. The bill additionally prohibits failing to maintain a proper lookout while driving.

Background — Related Bill

HB 5463 (File 417), favorably reported by the Transportation Committee, contains substantially similar provisions.

§ 35 — TASK FORCE ON PARKING CHALLENGES FOR HOME HEALTH AGENCIES

Creates a task force to study and make recommendations to the Transportation Committee on parking access challenges for home health agencies delivering services in residential settings

The bill creates a task force to study and make recommendations on parking access challenges for home health agencies (licensed home health care or home health aide agencies) delivering services in residential settings. The study must at least:

1. assess parking restrictions, time limits, permit requirements, and enforcement practices affecting home health agencies;
2. analyze areas in the state where parking limitations most impact delivering home health care services; and
3. review parking accommodation programs in other jurisdictions,

including temporary permits and designated home health agency parking and enforcement exemptions.

The task force consists of 10 appointed members, as shown in the table below. Any of the non-governor-appointed members may be state legislators. All initial appointments to the task force must be made within 30 days after the bill's passage, and any vacancy must be filled by the appointing authority.

Table: Task Force Members

Appointing Authority	Number of Appointments	Appointee Qualifications
House speaker	Two	One home health agency employee and one person with expertise in municipal parking policy or enforcement
Senate president pro tempore	Two	One local traffic authority member of a municipality with a population of at least 100,000 (based on the most recent decennial census) and one person with expertise in municipal planning, transportation, or urban policy
House majority leader	One	Representative of a home health care agency
Senate majority leader	One	Municipal parking authority member
House minority leader	One	Representative of an association representing home health agencies
Senate minority leader	One	Representative of a statewide organization representing municipalities
Governor	Two	One representative of an organization advocating for patients receiving home health care services and one representative of a labor organization representing home health agency workers

Under the bill, the House speaker and Senate president pro tempore must choose the chairpersons from the task force members. The

chairpersons must schedule and hold the task force's first meeting within 60 days after the bill's passage. The Transportation Committee's administrative staff also serves in that capacity for the task force.

The bill requires the task force to submit a report on its findings and recommendations to the Transportation Committee by January 1, 2027. The task force ends on the date it does so or January 1, 2027, whichever is later.

EFFECTIVE DATE: Upon passage

Background — Related Bill

sHB 5238 (File 411), reported favorably by the Transportation Committee, requires the commissioner of emergency services and public protection to create a working group with a similar charge.

§ 36 — DEEP WORKING GROUP ON SCHOOL BUS ALTERNATIVE FUELS AND TECHNOLOGIES

Requires the DEEP commissioner to create a working group to evaluate and make recommendations on Connecticut school bus fleets' increased use of alternative fuels and technologies

The bill requires the Department of Energy and Environmental Protection (DEEP) commissioner, in support of administering the law on zero-emission school bus requirements and a related grant program (see § 24 above), to create a working group to evaluate and make recommendations on Connecticut school bus fleets' increased use of alternative fuels and technologies, including biodiesel, propane, and electric school buses.

The bill requires the working group to:

1. review school bus fleets' (in Connecticut and other jurisdictions) use of alternative fuels and technologies, including biodiesel, propane, and electric school buses, and identify relevant case studies and best practices;
2. evaluate the technical, operational, environmental, and economic considerations of school bus fleets' expanded use of alternative

fuels and technologies, including (a) emissions performance, including impacts on criteria air pollutants and greenhouse gas emissions; (b) fuel availability and supply constraints; (c) costs and potential savings, including lifecycle costs; (d) operational performance, including performance in cold weather; (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 alternative fuels and technologies, including renewable diesel and zero-emission school buses;

3. identify pathways and barriers to school bus fleets adopting alternative fuels and technologies, including infrastructure, contractual, regulatory, and economic considerations;
4. develop recommendations to support biodiesel's increased use where appropriate, including potential incentive structures, funding mechanisms, and procurement strategies; and
5. evaluate the role of alternative fuels as a transitional strategy toward deploying zero-emission school buses, including impacts on Connecticut's greenhouse gas reduction goals.

The bill requires (1) the DEEP commissioner, or her designee, to convene the working group and serve as its chairperson and (2) DEEP to provide administrative staff support. The working group's membership must include:

1. the commissioners of public health, education, and transportation (or their designees);
2. the Connecticut Green Bank's chief executive officer or his designee;
3. one representative of a school transportation provider operating in Connecticut;

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 statewide or regional coalition with expertise in clean transportation and alternative fuel deployment; and
8. anyone else the commissioner believes is needed to carry out the working group’s purposes.

The bill requires the working group, by February 1, 2027, to submit a report to the Environment, Energy and Technology, and Transportation committees with the group’s findings and recommendations, including any recommendations for regulatory or legislative action. The working group ends on the date it does so or February 1, 2027, whichever is later.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 35 Nay 0 (03/16/2026)