



2026 Acts Affecting Transportation

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Notice to Readers

This report provides summaries of new laws (public acts and special acts) significantly affecting transportation enacted during the 2026 regular legislative session. OLR's other Acts Affecting reports are, or will soon be, available on [OLR's website](#).

Each summary indicates the public act (PA) or special act (SA) number. Not all provisions of the acts are included. The report does not include vetoed acts unless the veto was overridden. Complete summaries of public acts are, or will soon be, available on [OLR's website](#).

Readers are encouraged to obtain the full text of acts that interest them from the [General Assembly's website](#) or the Connecticut State Library.

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Airports and Aviation

New Airport Development Zones

This session, the legislature established an airport development zone in Plainville. In doing so, the new law makes taxpayers eligible for a five-year, 80% property tax exemption for improving or acquiring qualified manufacturing facilities and acquiring machinery and equipment in the designated area ([PA 26-104](#), effective October 1, 2026).

The legislature also passed a law requiring the Department of Economic and Community Development (DECD) commissioner to establish an airport development zone surrounding Tweed New Haven Airport if East Haven, New Haven, or the two jointly, submit a proposal to do so. Any proposal must comply with the state's conservation and development plan and identify the (1) geographical scope of the proposed zone; (2) economic benefits of establishing the zone; and (3) anticipated costs of establishing the zone ([PA 26-68](#), § 173, as amended by [PA 26-76](#), § 94, effective July 1, 2026).

Registration Requirement for Smaller Air Navigation Facilities

A new law statutorily establishes a registration process for smaller air navigation facilities (such as airports and heliports). It requires these facilities to register with the Connecticut Airport Authority (CAA) before they are used or operated if they expect up to 36 combined aircraft landings and takeoffs. (Facilities above this threshold remain subject to CAA's licensing procedure.)

The new law makes it a class C misdemeanor, punishable by up to three months in prison and a fine of up to \$500 (or both), to operate a facility in violation of the registration requirement and applies this penalty to existing law's prohibition on operating a larger facility without CAA first approving and licensing it. It also increases the air navigation facility licensure and renewal fees from \$150 to \$300 ([PA 26-130](#), § 5, effective October 1, 2026).

Tweed-New Haven Airport

The General Assembly enacted numerous provisions impacting Tweed-New Haven Airport. Among other things, these provisions:

1. modify the appointments of the Tweed-New Haven Airport Authority board of directors 30 days after a building permit is issued for a passenger terminal facility located on the East Haven side of the airport;
2. expand and modify the authority's powers and duties;

3. require the state treasurer to annually make certain payments in lieu of taxes to East Haven and New Haven after the Office of Policy and Management secretary certifies that East Haven has approved a building permit as described above (but no earlier than July 1, 2027); and
4. make numerous changes related to bonds issued by the Tweed-New Haven Airport Authority, including authorizing revenue bonds to benefit a participating corporation involved with certain airport projects ([PA 26-68](#), §§ 166-172, & [PA 26-76](#), §§ 89-93, effective July 1, 2026).

Automobile Insurance

Auto Insurance for Volunteer Drivers

This session, the legislature prohibited auto insurers from raising rates for a policy or refusing to renew it solely because the driver is a volunteer driver who provides services for nonprofit or charitable organizations ([PA 26-102](#), § 2, effective January 1, 2027).

Totaled Automobile Settlement Amount

By law, when an automobile insurer declares a covered, damaged vehicle a constructive total loss (the repair cost exceeds the vehicle's value), the insurer must calculate the vehicle's value to determine the settlement amount. Prior law required the insurer to use at least the average of the retail values given by two sources: (1) the National Automobile Dealers Association's (NADA) used car guide, or another publicly available automotive industry source the commissioner approves, and (2) one other industry source the commissioner approves for this use. A new law substitutes J.D. Power's used car guide (or its successor's) for NADA's in these calculations ([PA 26-69](#) § 8, effective upon passage).

Boats, Ports, and Harbors

Boating Regulations

This session, the legislature passed a new law that makes several changes to Connecticut's boating regulations, including:

1. generally prohibiting people from sitting or standing on, or hanging their legs over, a boat's gunwale (top edge or rim) while it is underway;
2. prohibiting personal watercraft (such as jet skis) and jetted articulated vessel owners from knowingly allowing anyone to operate their boat without the Department of Energy and Environmental Protection (DEEP)-issued certificate required to do so;

3. requiring owners of unregistered boats (generally smaller boats, such as kayaks) to attach their contact information to the boat before entering Connecticut waters;
4. amending motorboating and waterskiing restrictions on North Stonington's Wyassup Lake;
5. increasing the minimum and maximum fines that generally may be imposed for abandoning a boat; and
6. allowing state and municipal law enforcement agencies to recover a broader range of costs for removing abandoned boats ([PA 26-60](#), effective upon passage).

Freight Rail, Sea Lanes, and Ports Working Group

A new law requires the Connecticut Port Authority (CPA) executive director to convene a working group to study and make recommendations on, among other things, policies and incentives to encourage the use of freight rail, sea lanes, and ports to transport goods in the state. Under the new law, the CPA executive director serves as chairperson of the group, and the DEEP, Department of Transportation (DOT), and DECD commissioners (or their designees) must be members (in addition to any other members the CPA executive director invites, such as representatives of manufacturer organizations, freight rail carriers, and solid waste and recyclable collectors) ([PA 26-63](#), § 25, effective July 1, 2026).

Marine Pilot License Fees

This session, the legislature eliminated the fee for issuing or renewing a marine pilot license (\$105.48 annually under prior law). Marine pilots are experts in local conditions and navigating specific waters who board vessels to guide them safely through their area ([PA 26-63](#), §§ 28 & 29, effective October 1, 2026.)

Vessel Record Privacy

A new law generally subjects vessel-related records to the privacy protections that apply to most other records related to Department of Motor Vehicles (DMV)-issued documents (such as driver's licenses and registrations). In doing so, it prohibits DMV from disclosing personal information contained in the records unless the disclosure is for a purpose specifically authorized in law. The new law specifically allows DMV and DEEP to disclose the name and address of the person who last registered a vessel to anyone who proves they currently own it ([PA 26-24](#), §§ 7-11, effective October 1, 2026).

Clean Transportation and Electric Vehicles

DEEP Working Group on School Bus Alternative Fuels and Technologies

A new law requires the DEEP commissioner, in support of administering the law on zero-emission school bus requirements and a related grant program, 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 working group must report its findings and recommendations to the legislature by February 1, 2027 ([PA 26-63](#), § 36, effective upon passage).

EV Charging Stations at Certain New State Facilities

A new law changes the EV charging station requirement for new state facilities projected to cost over \$100,000 by generally requiring that 8% of these facilities' designated car parking spaces be installed with equipment capable of supporting future charging implementation, rather than requiring that 20% of parking spaces designated for cars or light-duty trucks be installed with level two EV charging stations. Additionally, starting by January 1, 2029, and then every three years, it requires the DOT, DEEP, and Department of Administrative Services (DAS) commissioners to jointly submit recommendations to the legislature proposing an appropriate requirement for future EV charging infrastructure at new state facilities based on certain considerations ([PA 26-63](#), § 3, effective upon passage).

Priority for CHEAPR Rebates

This year, the legislature eliminated a provision giving non-income-qualified residents of environmental justice communities priority for rebates or vouchers from the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) program and, instead, gave the DEEP commissioner authority to give priority to these residents over other non-income-qualified residents. By law, and unchanged this session, DEEP must give priority for CHEAPR rebates or vouchers to people with incomes at or below 300% of the federal poverty level or who participate in certain assistance programs, such as the Supplemental Nutrition Assistance Program or the Low Income Home Energy Assistance Program ([PA 26-124](#), § 3, effective upon passage).

Qualified Commuter Transportation Benefit Tax Credits

The legislature created a new program to provide up to \$7.5 million in tax credit vouchers for employers who start providing eligible transportation benefits to their employees or who expand their existing programs. Eligible benefits include making contributions to employee commuter

benefit accounts (which allow employees to use pre-tax dollars to pay for transit tickets and other expenses) or participating in the CTpass program for state agency employees, but do not include reimbursement for commuting in a single-occupancy vehicle. To get the credit, employers must submit a proposed commuter benefit plan to DOT describing the benefits they plan to provide, and DOT must reserve credits for those plans it approves. Credits are claimed over a five year period and may be applied against the corporation business tax, insurance premium tax, or affected business entity tax ([PA 26-21](#), §§ 1 & 2, most provisions effective January 1, 2027, and applicable to income years starting on or after that date).

State Agency EV Charging Station Parking Spots

A new law 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. Prior law prohibited parking in these spots unless the vehicle was charging ([PA 26-63](#), § 2, effective upon passage).

Traffic Signal Grant Program

Existing law (1) requires DOT to establish a matching grant program to help municipalities modernize their traffic signal equipment and operations to make them responsive to congestion and reduce idling and (2) reserves \$75 million from a DOT bond authorization for the program. New legislation requires DOT to give priority under the grant program to projects located in heavily congested areas, rather than prioritizing applications submitted by two or more municipalities ([PA 26-63](#), §§ 22 & 23, effective October 1, 2026, except a change to the bonding provision is effective July 1, 2026).

Zero-Emission School Buses

Existing law requires school districts to gradually transition to zero-emission school buses and sets deadlines for doing so. A new law generally (1) requires 90%, rather than 100%, of school buses to be zero-emission by 2040 and sets an interim deadline for distressed municipalities (50% zero-emission by July 1, 2035); (2) eliminates the requirement that environmental justice communities fully transition to zero-emission school buses by 2030; (3) requires municipalities to submit plans outlining how they will meet the zero-emission requirements to DEEP; and (4) requires schools to implement safety plans before using a zero-emission school bus.

The new law also modifies the zero-emission school bus grant program requirements, including broadening its purposes beyond providing matching funds for federal grant applications ([PA 26-63](#),

§§ 24 & 37, effective July 1, 2026, except the safety plan requirement is effective upon passage; [PA 26-124](#), § 4, effective upon passage).

Data Privacy

Automated License Plate Reader Restrictions

Starting October 1, 2026, a new law restricts law enforcement agencies, other public agencies, and private vendors under contract with them from using automated license plate reader (ALPR) systems or ALPR data, except for certain listed reasons. Among other things, it (1) sets a 21-day limit on how long agencies can keep this data unless certain conditions are met (such as its use in an active criminal investigation); (2) specifically prohibits several uses of ALPR systems or data, such as for investigating suspected immigration violations; and (3) sets provisions on enforcement, reporting, and related matters ([PA 26-14](#), §§ 13-15, as amended by [PA 26-76](#), § 46, effective upon passage).

Connecticut Data Privacy Act Exemption

This session, the legislature exempted precise geolocation data DOT uses for certain purposes from the Connecticut Data Privacy Act. This precise geolocation data is data that (1) has been deidentified or aggregated from personal data and (2) DOT collected, used, processed, shared, or transferred for certain transportation purposes or for public sector research done by or for an authorized state agency ([PA 26-76](#), § 72, effective July 1, 2026).

DMV-Licensed Businesses

Dealer Conveyance Fees

A new law requires car dealers to include their dealer conveyance fee or processing fee, if any, in the price they advertise or quote for a motor vehicle and prohibits them from pre-printing vehicle orders and invoices with the dealer conveyance fee amount. By law, a “dealer conveyance fee” or “processing fee” is a fee dealers charge to recover reasonable costs for processing all documentation and performing services related to closing a sale, including registration and transferring vehicle ownership ([PA 26-24](#), §§ 18 & 19, effective October 1, 2026).

Dealer Franchise Act Changes

The legislature made a number of changes to the dealer franchise act, which governs the relationship between motor vehicle dealers and manufacturers. Broadly, these changes include:

1. limiting the circumstances under which manufacturers may require dealers to construct, renovate, or substantially alter their dealerships;
2. establishing new requirements related to consumer data sharing between dealers and manufacturers; and
3. requiring manufacturers to compensate dealers when used vehicles in the dealer's inventory are subject to a stop-sale or do-not-drive recall and the necessary parts or remedies are not available within 30 days after the recall was issued ([PA 26-24](#), §§ 20-25, effective October 1, 2025).

National Criminal Records Checks

A new law specifies that “commissioner” refers only to the DMV commissioner or a DMV employee acting on his behalf in statutes governing background check requirements for electronic issuance, dealer and repairer, and driving instructor licenses. The FBI does not allow a state to receive its criminal history record information unless the law requiring a national criminal records checks meets several criteria, including that the law may not authorize private entities to receive criminal history record information ([PA 26-24](#), §§ 12-14, effective upon passage).

Nonconsensual Towing and Unclaimed Vehicle Disposal

In the 2025 legislative session, the legislature amended the laws on nonconsensual towing, towing rate setting, and unclaimed vehicle disposal procedures. This session, the legislature built on those reforms by, among other things:

1. requiring the DMV to create an electronic portal on its website where towing companies can upload information on vehicles they tow and the general public can search to find where their towed vehicle is stored;
2. modifying the unclaimed vehicle disposal process by (a) allowing towing companies and garage owners to start the process 30 days after towing a vehicle (rather than after 15 or 45 days, depending on value) and (b) requiring vehicles less than 15 model years old (rather than those worth more than \$1,500) to be initially offered at public auction;
3. requiring nonconsensual towing rates to be annually adjusted for inflation in years two and three of the three-year rate-setting cycle and establishing an additional comment period if the DMV commissioner substantially modifies the proposed police-ordered towing rate schedule developed by the Police-Ordered Towing Council;
4. limiting the timeframe for filing customer complaints about police-ordered towing to two years after the date the vehicle was towed; and

5. establishing a standing towing advisory council to advise the DMV commissioner on laws and best practices for motor vehicle towing and storage and the redemption and sale of unclaimed vehicles ([PA 26-24](#), §§ 29-43, most provisions effective October 1, 2026).

Towing Roadside Safety Working Group

A new law requires the Public Safety and Security Committee chairs to convene a working group to study roadside safety concerns associated with wreckers and towing and recovery professionals that must include an evaluation of what color and type of lights should be allowed on wreckers. The working group must report its findings and recommendations to the committee by January 1, 2027 ([SA 26-26](#), effective upon passage).

Used Motor Vehicle Warranties

A new law extends the statutory used vehicle warranty requirements to all vehicles that are less than 10 years old, regardless of price, rather than those that cost \$3,000 or more and are less than seven years old. It also requires these vehicles to have the required express warranty for at least 60 days or 3,000 miles, whichever ends first ([PA 26-100](#), §§ 27 & 28, effective October 1, 2026).

Vehicle Rentals

State law generally prohibits short-term car rental companies from requiring customers to show proof of a credit card to rent a vehicle. However, the law provides an exception that allows them to require this proof for (1) passenger vehicles in certain standard industry classifications (such as full-size elite, premium, and luxury) and (2) larger SUVs. A new law expands this exception to include vehicles classified as open air all-terrain, sport, or convertible ([PA 26-24](#), § 5, effective October 1, 2026).

Driver's Licenses, Motor Vehicle Registrations, Certificates of Title, and other DMV Documents

CDL Training Program

A new law extends to January 1, 2027, the deadline for the Office of Workforce Strategy to implement a program to support individuals pursuing a commercial driver's license (CDL) and changes the other types of trainings that can be added to this program ([PA 26-85](#), § 2, effective upon passage).

Passenger Restrictions for Youth Instruction Permit Holders

Under a new law, 16- and 17-year-old learner's permit holders may have their sibling as a passenger during driving instruction if the sibling also holds a learner's permit. By law, learner's permit holders may drive only if they have a licensed driver (age 20 or older with at least four years of licensure) riding with and instructing them. Under prior law, these permit holders could only have their parents or legal guardians as a passenger during instruction ([PA 26-24](#), § 17, effective October 1, 2026).

Pizza State Commemorative License Plates

Starting July 1, 2026, a new law requires the DMV commissioner to issue Pizza State commemorative license plates designed to increase public awareness of the state's pizza-making tradition and to provide funding to Connecticut Foodshare. The Pizza State license plate fee is \$65, in addition to the regular motor vehicle registration fees ([PA 26-68](#), § 62, effective July 1, 2026).

Reciprocity for Fire Apparatus Credentials

A new law requires DMV to waive the skills test requirement for a "Q" driver's license endorsement (which authorizes fire apparatus operation) for people who have a substantially equivalent credential from another state. The Commission on Fire Prevention and Control determines which states' credentials have standards that meet or exceed Connecticut's standards and, consequently, qualify for reciprocity ([PA 26-24](#), § 3, effective January 1, 2027).

Replacement Titles

Under a new law, before issuing a replacement title certificate, DMV must check the vehicle identification number (VIN) against DMV's title records and its records of stolen, recovered, unclaimed, and abandoned vehicles. Existing law already requires DMV to do this for original title certificates. In practice, DMV implemented the National Motor Vehicle Titling Information System, which is a consolidated database of vehicle title information submitted by states that helps identify vehicle fraud and theft ([PA 26-24](#), § 15, effective October 1, 2026).

Veterans and Armed Forces Members

This legislative session, the legislature increased the grace period for certain armed forces members, from 60 to 90 days from release from qualifying service, for certain motor vehicle-related renewals or testing (driver's licenses, car registrations, and emissions testing). The new law also requires DMV to waive the fee for an original driver's license or identity card for Department of Veterans Affairs (DVA)-verified veterans (previously, the DMV could waive the identity card fee for a blind veteran) ([PA 26-35](#), §§ 7-9, effective October 1, 2026).

Waiver of New Photo Requirement for ID Cards

By law, a person must get their picture taken every other time they renew a driver's license or non-driver ID card (this is generally about every 16 years). A new law gives the DMV commissioner discretion to waive this requirement for people age 65 or older or with certain disabilities or medical conditions who are (1) renewing an ID card or (2) replacing their driver's license with an ID card. IDs issued under this waiver will not be Real ID compliant, as federal law requires a Real ID compliant ID to have a photo that was taken in the last 16 years ([PA 26-24](#), § 28, effective July 1, 2026).

Highway Safety and Traffic Control

Blood and Urine Test Results for DUI

A new law eliminates a requirement that blood or urine test results be delivered to defendants within 24 hours or by the end of the next regular business day after the result was known, (whichever is later) in order for the tests to be admitted as evidence for driving under the influence (DUI) or impaired boating criminal prosecutions. Under the new law, this condition continues to apply to chemical tests of the defendant's breath ([PA 26-45](#), §§ 2 & 3, effective October 1, 2026).

Colored and Flashing Vehicle Lights

This session, the legislature modified the laws on the use of colored and flashing lights by allowing:

1. DMV to issue permits for organ transport vehicles to use steady or flashing blue, red, yellow, or white lights and
2. certain fire and emergency medical service personnel, emergency management directors, and constables already authorized to use flashing blue or red lights to also use steady lights in those colors ([PA 26-147](#) & [PA 26-144](#) § 13, effective October 1, 2026).

Distracted Driving

This session, the legislature made several changes to the state's distracted driving law, including:

1. updating and reorganizing the distracted driving law to reflect current device and vehicle technology and how it is used;
2. explicitly prohibiting driving while a video is visible to the driver in the normal driving position, regardless of whether the video is playing on a mobile electronic device, installed screen, or other similar device (with exceptions for things like GPS and back up cameras);
3. prohibiting (a) holding or supporting a mobile electronic device with any part of the body while driving and (b) failing to maintain a proper lookout; and

4. making it a reckless driving violation to drive in a highway work zone while engaged in any activity prohibited under the state's distracted driving law ([PA 26-63](#), §§ 31-34, & [PA 26-120](#), effective October 1, 2026).

Dynamic Part-Time Lanes (Flex Lanes)

A new law authorizes the Office of the State Traffic Administration (OSTA) to temporarily designate any highway lane or shoulder for certain specified uses to control and manage traffic (a “dynamic part-time lane,” also known as a flex lane), including, among other things, (1) as a high occupancy vehicle (HOV) lane or dedicated bus rapid transit or emergency vehicle lane, (2) to redirect an opposing lane into a one-way lane, or (3) as needed for the state’s highway system to function.

Relatedly, the new law restricts motor vehicle operation in flex lanes based on the lane’s currently designated use. For example, a flex lane actively dedicated for emergency vehicles is limited to these operators or other motor vehicle operators obeying a law enforcement officer’s direction. It also allows (1) DOT to establish a program to operate flex lane control systems (automated enforcement systems) and (2) any municipality operating a bus in a flex lane to participate in this program if it adopts an ordinance meeting certain requirements.

The new law additionally sets various conditions, requirements, and procedures for operating a flex lane control system, issuing tickets and enforcing violations, and collecting and retaining data. Generally, many aspects of this framework are similar to provisions in existing law governing DOT’s work zone speed camera program ([PA 26-63](#), §§ 5-11 & 13, most provisions effective January 1, 2027).

E-bike, E-scooter, and Motor-Driven Cycle Definitions

A new law (1) make bicycles with motors of exactly 750 watts e-bikes under the law by modifying the motor limit from less than 750 watts to 750 watts or less and (2) increase the weight limit for “electric scooters” (e-scooters) from 100 pounds to 110 pounds.

It also eliminates the five brake horsepower limit for motor-driven cycle motors but retains the other limits in existing law (less than 50 cubic centimeters (cc) for internal combustion engines and 3,700 watts or less for electric motors). Two- and three-wheeled vehicles with motors above these limits are generally considered motorcycles ([PA 26-24](#), §§ 4, 26 & 27, effective October 1, 2026). By law, e-bikes and e-scooters are excluded from the definition of a motor-driven cycle and regulated more similarly to bicycles. Motor-driven cycles are generally subject to the same rules of the road as motor vehicles, with some exceptions.

Failure to Stop for a School Bus

A new law requires the DMV commissioner, without a hearing, to issue a six-month suspension of the driver's license or operating privilege of someone who, for the third or subsequent time, violates the state law on failing to stop for a school bus ([PA 26-95](#), effective October 1, 2026).

Governor's Travel Restriction Orders

This session, the legislature increased the fine for violating a governor-issued travel restriction order to a maximum of \$250. Under prior law, violators were subject to an infraction (a \$50 fine plus certain fees) ([PA 26-63](#), § 12, effective October 1, 2026).

Port Eastside Infrastructure Improvement District

The legislature eliminated an exemption for district improvements in East Hartford's Port Eastside Infrastructure Improvement District from various traffic control and highway safety laws. For example, under prior law, these district improvements were exempt from the law requiring major traffic-generating developments to get a certificate of operations from OSTA ([PA 26-63](#), § 4, effective upon passage).

Parking

Accessible Parking

A new law makes several changes related to accessible parking. It requires DMV to (1) redesign the accessible parking windshield placard so the expiration date is in bold font and clearly visible from outside the vehicle, (2) require a health professional certifying an applicant's eligibility on a placard application form to initial which eligibility criterion the applicant meets, and (3) include a QR code on the application form to allow health professionals and others to access educational materials developed by the Accessible Parking Advisory Council. It also requires the governor to proclaim the second Monday in July each year as Accessible Parking Awareness Day ([PA 26-24](#), §§ 1, 2 & 16, effective October 1, 2026, except certain provisions are effective upon passage).

Task Force on Parking Challenges for Home Health Agencies

A new law 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 task force must report its findings and recommendations to the legislature by January 1, 2027 ([PA 26-63](#), § 35, effective upon passage).

Public Transit

Bus Passes and Fares for Students and Veterans

New legislation requires (1) the DOT commissioner to administer a program to give school boards grants for purchasing passes for public buses and distributing them without cost to their public school students in grades 9-12 and (2) DVA to purchase passes for CTtransit buses and distribute them without cost to Connecticut veterans. Another new law relatedly requires DOT to spend \$2.5 million of its FY 27 bus operations appropriation from the Special Transportation Fund (STF) to (1) give grants under the student bus pass program described above and (2) provide discounted CTtransit bus fares for public school students in grades 9-12 and veterans ([PA 26-21](#), §§ 7 & 8, & [PA 26-76](#), §§ 64 & 65, effective July 1, 2026, except the funding provision is effective upon passage).

Consideration of State Plan of Conservation and Development

This year, the legislature made several changes in laws related to the state plan of conservation and development. Among other things, it removed prior law's requirement that public transportation facilities and equipment acquisitions over \$200,000 be consistent with the plan ([PA 26-126](#), effective July 1, 2026).

Diesel-Fueled Transit Buses

A new law authorizes 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 still generally requires at least 30% of state-purchased or -leased buses to be zero-emission buses on and after January 1, 2030 ([PA 26-63](#), § 1, effective upon passage).

DOT Mass Transit Fare Increase Notice

Under a new law, notice requirements for DOT mass transit fare changes apply only to fare increases (rather than all fare changes). The act also modifies how the department must advertise the notice and makes minor changes to the notice's required contents ([PA 26-21](#), §§ 6 & 9, effective October 1, 2026).

Microtransit Pilot Program

A new law (1) extends, from two to three years, the length of DOT's microtransit pilot program and (2) delays the date by which DOT must report on the program to the Transportation Committee, from January 1, 2025, to January 1, 2028. Under existing law, "microtransit" is transportation by a multi-passenger vehicle that uses a digital network (generally an online-enabled application,

website, or system) or software application to offer fixed or dynamically allocated routes and schedules in response to consumer demand ([PA 26-21](#), § 4, effective July 1, 2026).

Shore Line East Rail Line

This session, the legislature required DOT to (1) make available for the Shore Line East rail line \$4 million of its FY 27 rail operations appropriation from the STF under the 2025 budget act and (2) spend \$3 million of this funding in FY 27 to increase the line's service ([PA 26-21](#), § 5, effective upon passage).

Transit-Oriented Development

A new law requires the DOT commissioner, by January 1, 2027, to submit a report to the Transportation Committee detailing the (1) status of potential transit-oriented development (TOD) sites; (2) request for proposals timelines for these TOD developments (including for reviewing and evaluating the responses); and (3) estimated number of housing units associated with these potential TOD developments ([PA 26-21](#), § 3, effective October 1, 2026).

Transportation Funding and Capital Projects

Local Bridge Program Eligibility

A new law modifies which bridges are eligible for grants under the Local Bridge Program. Under prior law, an “eligible bridge” was a bridge located in one or more Connecticut municipalities that must be removed, replaced, reconstructed, rehabilitated, or improved due to its physical condition, as determined by the DOT commissioner. The new law modifies this “eligible bridge” definition by (1) specifying it applies to vehicular bridges, (2) expanding it to include “vehicular structures,” and (3) expressly requiring that these bridges and structures be municipally owned ([PA 26-24](#), § 6, effective October 1, 2026) .

Federal Transportation Loan Program Assistance and State Special Tax Obligation Bonds

New legislation builds on existing law that authorizes the issuance of “federal transportation bonds,” which are state special tax obligation (STO) bonds that are issued to evidence and secure U.S. Department of Transportation loans or other financial assistance made to the state under federal programs (including the federal Railroad Rehabilitation and Improvement Financing program (RRIF) and Transportation Infrastructure Finance and Innovation Act (TIFIA)). The new law allows federal transportation bonds to mature at any time that is allowed under the federal

program, but not longer than the useful life of the projects being financed ([PA 26-68](#), § 348, effective July 1, 2026).

Prevailing Wage Law Changes

This session, the legislature made changes to the record keeping requirements for employers covered by state prevailing wage laws (including similar laws that apply to work on state highways). It passed a law that generally requires these employers to keep daily attendance records of the workers on a covered project and submit them weekly to the agency overseeing the project.

The new law also specifies that when the labor commissioner determines the prevailing wages required on a public works project, the portion that covers payments, contributions, and member benefits (such as health insurance and retirement benefits) must be determined at the journeyman rate ([PA 26-68](#), §§ 371-373, effective October 1, 2026, except the journeyman rate provision is effective January 1, 2027).

State Police Salaries for Highway Construction Projects

New legislation changes who decides what the salaries are for sworn members of the State Police who are assigned to a DOT-administered highway construction project. Under prior law, these members' salaries were fixed by the DAS commissioner. The new law instead requires they be paid at a rate established under an agreement executed between the DOT and Department of Emergency Services and Public Protection commissioners on or after the new law's passage ([PA 26-12](#), § 53, effective upon passage).

Town Aid Road Grants

A new law expands the purposes for which municipalities may use Town Aid Road (TAR) grants, allowing them to buy certain equipment. Existing law allows towns to use these grants to do specified work, which includes building and maintaining highways and bridges. Under the new law, towns may also use TAR grant funds to buy and maintain equipment to do that work, such as equipment for street sweeping, roadside mowing, vegetation management, snow and ice removal, and cleaning catch basins ([PA 26-68](#), § 347, effective July 1, 2026).

Miscellaneous

At-Grade Rail Crossing in Newtown

New legislation requires DOT to allow Newtown to build a public, at-grade crossing for pedestrians and bicyclists across the roadway and track of the Housatonic Railroad's Stepney Branch at a

specified location. The crossing must be (1) approved by Newtown’s legislative body and the Housatonic and Maybrook railroad companies and (2) built according to DOT’s recommendations ([PA 26-68](#), § 180, as amended by [PA 26-76](#), § 103, effective upon passage).

DOT Encampment Removals

A new law generally requires DOT, before removing an encampment located on any state highway right-of-way, to give at least 14 days’ written notice with the removal’s date and time (posted at the encampment’s apparent entry, exit, and common areas). DOT is exempt in the case of certain transportation-related or public safety emergencies. It also requires the DOT and Department of Mental Health and Addiction Services commissioners to jointly study and make recommendations on related best practices and standards ([PA 26-63](#), §§ 26 & 27, effective upon passage).

Increased Fines for Violating Certain Motor Vehicle Equipment Requirements

A new law 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. For example, operating a motor vehicle with an improper muffler or installing or using a mechanical device that amplifies the vehicle’s emitted noise. As under existing law, these violations are (1) processed through the Centralized Infractions Bureau and (2) subject to an STF surcharge of 50% of the fine ([PA 26-63](#), § 30, effective October 1, 2026).

Requirements for Excavation Projects Affecting Public Roads and Rights-of-Way

A new law sets advance notice requirements for telecommunication service providers or broadband Internet access providers building (1) any underground facility in a state highway right-of-way and (2) certain underground facilities in the state’s public highways or streets. The amount of advance notice it requires, and who it must go to (the Public Utilities Regulatory Authority (PURA) and DOT) depends on the project’s length and location. The new law requires PURA to publish the information it receives from these notices in a way that is accessible to anyone that may be interested in installing an underground facility in the proposed facility’s area ([PA 26-20](#), effective October 1, 2026).

Safety and Nondiscrimination Requirements for TNCs

A new law makes changes in laws on transportation network companies (TNCs, such as Uber and Lyft) by generally requiring them to implement certain additional rider and driver safety measures. Among other things, the new law (1) requires TNCs to provide certain safety features to riders, such

as an emergency assistance interface to contact 911, 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.

It 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 ([PA 26-63](#), §§ 17-21, effective January 1, 2027, except the provisions on TNC nondiscrimination policies are effective October 1, 2026).

UConn Study and DOT Vegetation Management Guidelines

A new law (1) delays 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 to October 1, 2026, and (2) 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 ([PA 26-63](#), §§ 15 & 16, effective October 1, 2026, except the provisions related to UConn's study are effective July 1, 2026).

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