

OFFICE OF LEGISLATIVE RESEARCH
PUBLIC ACT SUMMARY



PA 25-65—sSB 1377
Transportation Committee

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION AND CONCERNING TRANSPORTATION NETWORK COMPANIES AND DRIVERS, THE PROJECTION OF A LASER AT AN AIRCRAFT OR FLIGHT PATH, AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES, SMALL HARBOR IMPROVEMENT PROJECTS, THE CONNECTICUT PUBLIC TRANSPORTATION COUNCIL, BUS PUBLIC TRANSPORTATION SERVICES AND THE NAMING OF CERTAIN ROADS AND BRIDGES

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[§ 35 — CONNECTICUT PUBLIC TRANSPORTATION COUNCIL](#)

Assigns the Connecticut Public Transportation Council to DOT for administrative purposes only; requires DOT to post certain council reports and records on the department’s website (e.g., meeting schedule, agendas, and minutes)

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Removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program (prior laws capped the number of work zones at 15)

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Requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, people age 65 or older, people age 18 or younger, and people with disabilities; allows school boards to purchase passes at the discounted rate and provide them to public school students in grades 9-12

[§§ 38-65 — BRIDGE AND ROAD NAMING](#)

Names numerous bridges and roads

[§ 66 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL](#)

Repeals a statute that generally required OPM to create an autonomous vehicle testing pilot program

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

EFFECTIVE DATE: Various, see below.

[§§ 1 & 2 — CONNECTICUT PLANE COORDINATE SYSTEM](#)

Replaces the Connecticut coordinate systems by establishing a new Connecticut Plane Coordinate System based on National Geodetic Survey updates to the National Spatial Reference System

Under prior law, the Department of Transportation (DOT) commissioner was responsible for the extension, revision, and maintenance of the Connecticut coordinate systems. (Coordinate systems generally allow geographic datasets to use common locations so that they can be viewed and used together.) The act instead requires the commissioner, or his designee, to adopt and maintain a detailed description of the federal National Oceanic and Atmospheric Administration National Geodetic Survey’s (NGS) Connecticut Plane Coordinate System (CPCS) and allows them to publish additional systems. Under the act, the CPCS is identical to NGS’s state plane coordinate system for Connecticut.

Prior law generally adopted the 1983 coordinate system established by NGS. The act replaces the Connecticut coordinate systems by establishing a new CPCS based on NGS updates to the National Spatial Reference System (NSRS). NSRS is a consistent coordinate system that defines latitude, longitude, height, scale, gravity, and orientation throughout the United States. (NGS defines and maintains NSRS. It anticipates rolling out an updated NSRS in 2026.)

Under existing law, describing the location of any survey station or land boundary corner in the state using the system of plane coordinates is considered a complete, legal, and satisfactory description. The act requires the method and source for establishing coordinates to be described in the land or deed record. Under the act, whenever land surveys or deeds reference coordinates, a statement of the metadata of observations must be included in the record. “Metadata” is information about the data element that provides its context, such as the geodetic reference system used, applicable epoch, statement of relative accuracy, and observation date.

The act also makes various minor, technical, and conforming changes to implement the new system, including defining axes, coordinates, and units of measurement. It also includes a conforming change specifying that prior law’s prohibition on knowingly injuring, destroying, disturbing, or removing any monument established by NGS or Connecticut Geodetic Survey for use in determining spatial locations under the Connecticut coordinate systems or precise

elevation data, instead applies to the CPCS (rather than the Connecticut Geodetic Survey and Connecticut coordinate systems). As under existing law, violators may be fined between \$2,000 and \$5,000.

EFFECTIVE DATE: January 1, 2026

State Mapping Projects

Under the act, after (1) the official NGS release or authorization of any subsequent updates to the CPCS and (2) related approval by the DOT commissioner or his designee, new state mapping projects must be based on the current system (unless a different system is determined to be needed). Mapping coordinates based on the CPCS must state their basis in the metadata (see above).

The act requires any mapping based on a different system to contain projection information and a clear statement of purpose in the metadata about the decision to use the system. When feasible, mapping projects based on different systems should be made available in CPCS unless doing so creates an undue hardship or burden on the project creator.

The act specifies that its provisions do not (1) prohibit appropriate use of other datums, geodetic reference frames, or plane coordinate systems or (2) require revisions to any prepared or recorded survey, mapping project, deed, record, or other document that utilized other, previously state-authorized coordinate systems.

§ 3 — LIGHT RAIL AND BUS RAPID TRANSIT SIGNALS

Requires light rail and bus rapid transit operators to comply with light rail transit signals when they are in place

The act specifies that (1) a “light rail transit signal” has the same meaning as is described in the federal Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD) and (2) includes bus rapid transit signals. It requires these signals to have multiple lenses showing horizontal, vertical, and diagonal lines. Under the act, light rail and bus rapid transit operators must comply with signals in the following manner when they are in place:

1. a white vertical or diagonal line means they may proceed straight, left, or right;
2. a white horizontal line means they must stop; and
3. a flashing white vertical or diagonal line means they must prepare to stop.

EFFECTIVE DATE: July 1, 2025

§ 4 — PARKING DISTANCE FROM CROSSWALKS AND CERTAIN SIGNS

Increases, generally from 25 to 30 feet, the distance from an intersection or marked crosswalk (or stop and yield signs) within which vehicles are prohibited from parking

The act increases (1) from 25 to 30 feet, the distance from an intersection or a marked crosswalk within which vehicles are prohibited from parking and (2) from 10 to 20 feet, this parking prohibition distance when there is a curb extension (if it

has a width at least equal to that of the parking lane). It also specifies that these parking prohibitions do not apply if there is an available marked parking space.

Under the act, beginning October 1, 2025, when markings for an intersection or approach to a marked crosswalk with a nearby marked parking space are installed or reinstalled, the traffic authority with jurisdiction must cause the marked parking space to be installed or reinstalled in a manner that complies with the act's requirements discussed above. The act similarly increases, from 25 to 30 feet, the distance from a stop sign within which vehicles are prohibited from parking, and also applies this requirement to yield signs. It eliminates prior law's exception to this stop sign parking distance requirement for intersections of one-way streets located in New Haven, if the local traffic authority had jurisdiction and allowed it.

As under existing law, (1) certain vehicles are exempt from these parking distance requirements (such as emergency vehicles and maintenance vehicles with flashing lights) and (2) violations are infractions (see [Table on Penalties](#)).

EFFECTIVE DATE: October 1, 2025

§§ 4 & 31 — PARKING NEAR A FIRE HYDRANT

Establishes a fine of up to \$200 for subsequent violations of existing law's prohibition on vehicles parking within 10 feet of a fire hydrant

The act establishes a fine of up to \$200 for subsequent violations of existing law's prohibition on vehicles remaining stationary within 10 feet of any fire hydrant (i.e. one type of "improper parking"). These violations are processed through the Centralized Infractions Bureau. First violations remain infractions (see [Table on Penalties](#)), as was the case for all violations under prior law.

EFFECTIVE DATE: October 1, 2025

§ 5 — SERVICE SIGNS ON LIMITED ACCESS HIGHWAYS

Allows "EV CHARGING" to be included on limited access highway specific service signs

The act allows "EV CHARGING," or any other word permitted under the federal MUTCD, to be included on "specific service signs." Under existing law, these are rectangular signs generally visible from limited access highways with (1) the words "GAS," "FOOD," "LODGING," "CAMPING," or "ATTRACTION" and (2) exit directional information for the designated service (including separately attached business sign panels related to the service). Under the MUTCD, to be eligible for an electric vehicle (EV) charging business identification sign panel, a business's chargers must meet certain requirements (such as continuous operation at least 16 hours per day, seven days per week).

Existing law allows the DOT commissioner to enter into an agreement with a qualifying person or company for the erection, maintenance, and removal of a specific service sign within the rights-of-way of state-maintained limited access highways, other than parkways. (DOT regulations set related parameters, such as application and sign installation requirements.)

EFFECTIVE DATE: July 1, 2025

§§ 6-8 — FEDERAL SURFACE TRANSPORTATION FUNDING

Allows DOT to take certain actions related to federal surface transportation funding that a municipality receives directly

By law, the DOT commissioner may enter into agreements with the U.S. Secretary of Transportation, local officials, or both, for accepting and spending federal and state funding the department receives related to certain roadways and facilities eligible for federal surface transportation funding. This includes using the funding to develop plans and establish programs for, and construct improvements on or to, these roadways and facilities. The act (1) also allows DOT to do so for federal surface transportation funding a municipality receives directly and (2) specifies this federal funding includes any the U.S. Secretary of Transportation allocates to DOT or municipalities under any congressional act providing federal surface transportation funding.

Existing law gives DOT the authority to construct and maintain the improvements of land abutting a federal surface transportation urban program roadway or facility by condemning property or rights of access and exit. The act specifies this authority extends to condemning property for any “federal surface transportation urban program roadway or facility.” Under the act, this term includes any state or locally maintained roadway or facility that is eligible for surface transportation urban program funding according to any congressional act providing this funding.

EFFECTIVE DATE: July 1, 2025

§§ 9-11 — RAILROAD FACILITY SURVEYS AND RAIL ENTRY PERMITS

Allows the DOT commissioner or his agents to enter private property to conduct certain railroad facilities-related surveys or testing; additionally allows the commissioner to issue entry permits to anyone seeking nonexclusive, temporary access to state-owned property that supports rail operations

Existing law allows the DOT commissioner, or his agent, to enter private property to conduct surveys, inspections, or geological investigations related to locating, relocating, constructing, or reconstructing any proposed or existing highway (i.e. public road). The act additionally allows the commissioner or his agent to do so for proposed or existing railroad facilities.

The act similarly extends this right of entry, after reasonable notice is provided to the affected property owner, for the purpose of performing tests (such as borings and soundings) needed to accomplish the above objectives with respect to railroad facilities, as existing law permits for highways. As under existing law for highway-related entries, DOT is liable for any resulting damages.

Existing law empowers a railroad company’s agents to enter places, as designated by the company’s directors, to conduct surveys and determine the location of railroad construction. The act extends this authority to the DOT commissioner and his agents.

The act also allows the DOT commissioner to issue an entry permit, on a form

he requires, to anyone seeking nonexclusive, temporary access to state-owned property that supports rail operations (including any rail right-of-way). The permit must specify the permittee's required insurance coverage, as determined by the commissioner in consultation with the state's director of insurance and risk management, and name the state as an additional insured.

EFFECTIVE DATE: July 1, 2025

§ 12 — TRANSIT DISTRICT FUNDING

Requires DOT to fund urban transit districts based on a formula set in federal law, as prior law required through FY 24; eliminates a related requirement that DOT establish a grant program to provide additional funding to these transit districts

The act requires DOT to return to funding urban transit districts based on a formula for urbanized areas set in federal law, as it had been required to do prior to fiscal year (FY) 25. The act eliminates provisions in prior law that (1) froze urban transit districts' funding to their FY 24 level and (2) required DOT to establish a grant program to provide additional funding to these transit districts (see below). Under existing law, unchanged by the act, transit districts located in rural areas are funded based on a federal formula for rural areas.

As discussed above, the act eliminates prior law's provisions related to a DOT grant program to provide urban transit districts with additional funding for certain purposes (such as maintaining and expanding transit services, providing regional services, and upgrading transit-related infrastructure). Prior law required prioritizing grants to transit districts formed by a municipality with a population of at least 100,000 (or with member municipalities with a combined population meeting this threshold). By law, an "urbanized area" must be defined and designated as such under the most recent decennial census and have a population of at least 50,000.

EFFECTIVE DATE: July 1, 2025

§§ 13 & 66 — REGIONAL COMMUTER AND FREIGHT MOBILITY DISCUSSIONS REPEAL

Repeals a statute that generally required the governor to have ongoing formal discussions with surrounding states about regional commuter and freight mobility and report on these discussions

The act repeals a statute (CGS § 13b-79y) that generally required the governor to (1) have ongoing formal discussions with surrounding states about regional commuter and freight mobility and (2) biennially report to the legislature on these discussions and any actions taken or recommended as their result.

EFFECTIVE DATE: July 1, 2025

§ 14 — HIGHWAY RIGHT-OF-WAY ENCROACHMENT PERMIT FEES

Eliminates a provision of prior law requiring the DOT commissioner to charge fees for certain state highway right-of-way encroachment permit applications that reflect the fees the Massachusetts Department of Transportation charges for these permits

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The act eliminates a provision of prior law requiring the DOT commissioner to charge fees for certain state highway right-of-way encroachment permit applications that reflect the fees the Massachusetts Department of Transportation charges for these permits. Specifically, the requirement applied to permits for open air theaters, shopping centers, and other major traffic-generating developments.

Under the act, the commissioner may instead establish fees for these permit applications in the same manner existing law allows for state highway right-of-way encroachment permits generally and certificates of operation for open air theaters, shopping centers, and other major traffic-generating developments. Existing law allows the commissioner to (1) adopt regulations establishing reasonable fees for these applications that are submitted to DOT or the Office of the State Traffic Administration (OSTA) but prohibits the fees from exceeding 125% of the estimated related administrative costs and (2) exempt municipalities from the fees.

By law, major traffic-generating developments are those with at least 100,000 square feet of floor area or at least 200 parking spaces (Conn. Agencies Regs., § 14-312-1).

EFFECTIVE DATE: July 1, 2025

§ 15 — FAILURE TO YIELD TO PEDESTRIANS

Increases, from \$500 to \$750, the maximum penalty for failure to yield to pedestrians and other related violations

The act increases, from \$500 to \$750, the maximum fine for drivers who:

1. fail to yield (or slow down and stop if necessary) to a pedestrian who is crossing the roadway within a crosswalk or is at the curb indicating intent to cross;
2. pass a vehicle that is stopped at a crosswalk to allow a pedestrian to cross; or
3. fail to slow down or stop and yield to a pedestrian (a) who is blind and carrying a white cane or a red tipped white cane or (b) being guided by a service animal.

EFFECTIVE DATE: October 1, 2025

§§ 15 & 66 — SPECIAL CROSSWALK MARKINGS

Eliminates provisions of prior law related to special markings for certain crosswalks

The act eliminates a provision of prior law specifically allowing local traffic authorities to install specially marked crosswalks near schools. It also repeals a statute (CGS § 14-300a) that required special pedestrian street or sidewalk markings at intersections and streets near projects for, or with a high share of, elderly people.

Existing law allows local traffic authorities to designate crosswalks in compliance with OSTA regulations, which generally require all markings on public roads to comply with the federal MUTCD (Conn. Agencies Regs., § 14-298-600). (In practice, high visibility crosswalks are generally used on public roads.)

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EFFECTIVE DATE: October 1, 2025, except the repealer is effective July 1, 2025.

§§ 16-18 — DRIVING IN EXTREME LEFT LANE ON LIMITED ACCESS HIGHWAYS

Extends to all vehicles the prohibition on driving in the extreme left lane on limited access highways with more than two lanes going in the same direction, with certain exceptions; requires (1) OSTA to put up related signage, (2) DOT to implement a related public awareness campaign, and (3) OPM to include related information in its annual report on traffic stops

By law, all vehicles must be driven on the right, with certain exceptions such as passing and on highways divided into three or more lanes (CGS § 14-230(a)).

Existing law prohibits, with certain exceptions, motor vehicles with commercial registrations, motor buses, vehicles with trailers, and school buses from driving in the extreme left lane on limited access highways with three or more lanes going in the same direction. Starting on October 1, 2026, the act prohibits driving any other motor vehicle in the extreme left lane on these highways, with certain limited exceptions. Violations of the act's prohibition are infractions, subject to a fine of \$88.

It also requires (1) OSTA to put up related signage, (2) DOT to implement a related public awareness campaign, and (3) the Office of Policy and Management (OPM) to include related information in its annual report on traffic stops.

EFFECTIVE DATE: October 1, 2025, except the public awareness campaign provision is effective July 1, 2025.

Exceptions

The act's prohibition does not apply to vehicles driving in the extreme left lane (1) to pass; (2) on a police officer's direction; (3) when the entrance or exit is on the left (only for the time period reasonably necessary to enter or exit); (4) when the vehicle is an emergency vehicle; (5) when maintaining, repairing, or constructing the highway; or (6) when traffic congestion makes it necessary. Under existing law, unchanged by the act, the prohibition on vehicles with commercial registration and other vehicles does not apply (1) when directed to drive in the extreme left by a police officer or (2) when the entrance or exit is on the left (only for the necessary time period).

Required Signage

The act requires OSTA, beginning October 1, 2026, to put up signs (or cause this to be done) on the limited access highways discussed above that inform drivers about the restriction on using the extreme left lane. These signs must conform to the federal MUTCD.

Public Awareness Campaign

The act requires the DOT commissioner, starting October 1, 2025, to develop

and execute a year-long public awareness campaign educating the public about the restriction on, and fines associated with, using the extreme left lane on these highways.

OPM Traffic Stop Report

Existing law requires OPM, within available resources, to (1) review the prevalence and distribution of traffic stops and complaints reported to it, (2) annually report the results and related recommendations to the governor and legislature, and (3) post the report on its website. The act also requires this report to include stops conducted on suspicion of a violation of illegally using the extreme left lane under existing law and the act.

EFFECTIVE DATE: October 1, 2025

§ 19 — MOTORCYCLE HELMETS

Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle riders (including passengers) must wear a helmet

The act increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle riders (including passengers) must wear a helmet meeting federal helmet safety standards. Prior law only required helmets for (1) riders under age 18 and (2) motorcycle instruction permit holders of any age (CGS § 14-40a).

Under the act, as under existing law, violations of the helmet requirement are infractions and subject to at least a \$90 fine that applies to riders under age 18. By law, unchanged by the act, a first offense by a motorcycle instruction permit holder is an infraction and subject to a \$50 fine, and a subsequent offense is a class D misdemeanor (see [Table on Penalties](#)).

EFFECTIVE DATE: October 1, 2025

§ 20 — HELMET REQUIREMENTS FOR CHILDREN RIDING BICYCLES AND SIMILAR VEHICLES

Increases, from age 16 to age 18, the age under which children must wear a helmet while riding a bicycle, electric bicycle, nonmotorized scooter, skateboard, or electric scooter or while using roller skates or roller blades

The act increases, from age 16 to age 18, the age under which children must wear a helmet while (1) riding a bicycle, electric bicycle, nonmotorized scooter, skateboard, or electric scooter or (2) using roller skates or roller blades.

Under existing law, unchanged by the act, this requirement applies when the child is traveling on any portion of a road and at any park or skateboarding park. As under existing law, helmets must meet the minimum specifications established by the American National Standards Institute, the U.S. Consumer Product Safety Commission, the American Society for Testing and Materials, or the Snell Memorial Foundation's Standard for Protective Headgear for Use in Bicycling.

By law, failure to wear a helmet is not considered a violation or an offense and

cannot be considered contributory negligence by a parent or a child or be admissible in any civil action. Law enforcement officers may issue a verbal warning to a child's parent or guardian that the child is not complying with the requirement.

EFFECTIVE DATE: October 1, 2025

§ 21 — COMPLETE STREETS IMPLEMENTATION SUPPORT

Requires the DOT commissioner to give technical assistance to municipalities and COGs on adopting and implementing federal Complete Streets standards or policies; allows him to administer municipal grants for supporting public highway improvement projects that incorporate these standards or policies

The act requires the DOT commissioner to provide advice and technical assistance to municipalities and regional councils of governments (COGs) on adopting and implementing Complete Streets standards or policies. It allows the commissioner to administer grants to municipalities for supporting public highway improvement projects that incorporate Complete Streets standards or policies.

The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, defines Complete Streets standards or policies as those that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (P.L. 117-58, § 11206). IIJA requires states and metropolitan planning organizations to use a portion of their planning and research funds for Complete Streets activities.

EFFECTIVE DATE: July 1, 2025

§ 22 — INTELLIGENT SPEED ASSISTANCE DEVICES STUDY

Requires the Vision Zero Council and the chief state's attorney to jointly study, and make recommendations on, the feasibility of addressing speeding and reckless driving with intelligent speed assistance devices

The act requires the Vision Zero Council (see *Background — Vision Zero Council*) and the chief state's attorney to jointly study, and make recommendations on, the feasibility of addressing speeding and reckless driving with devices that actively monitor and limit a vehicle's speed based on the speed limit where the vehicle is being operated (i.e. intelligent speed assistance devices). In preparing the study, the act allows them to partner with a higher education institution or national transportation research entity. They must submit their findings and recommendations, including any proposed legislation, to the Transportation Committee by January 15, 2026.

Under the act, the study must at least:

1. determine if there is enough evidence to show whether the devices change driving behavior and improve road safety;
2. consider the different types of devices and their availability, as well as estimate installation and maintenance costs to the driver and to the state; and

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3. examine the devices' accuracy and reliability in unsupervised environments and whether they can produce evidence that they have not been bypassed, circumvented, or tampered with.

If the study recommends using the devices in the state, it must also:

1. identify whether installing the device would be (a) mandatory or discretionary and (b) instead of, or in addition to, a penalty or license suspension;
2. indicate the types and number of traffic violations that would require or permit use of the device;
3. discuss whether any installation requirement should apply differently based on the driver's age or driving history; and
4. outline necessary components of a regulatory framework that would be needed to ensure devices were used accurately and properly.

EFFECTIVE DATE: Upon passage

Background — Vision Zero Council

PA 21-28, § 2, established the Vision Zero Council and charged it with developing a statewide policy and interagency approach to eliminating all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, drivers, and passengers. It must consider ways to improve safety in all transportation modes using data, new partnerships, safe planning, and community-based solutions to achieve the goal of zero transportation-related fatalities.

By law, the council is composed of the DOT, Department of Public Health, and Department of Emergency Services and Public Protection commissioners and any other agency commissioners they invite. The council may establish committees to advise it in carrying out its duties.

§ 23 — OPERATOR'S RETRAINING PROGRAM AND RECKLESS DRIVING

Specifically requires drivers to attend an operator's retraining program upon being convicted of reckless driving

The act specifically requires drivers to attend an operator's retraining program upon being convicted of reckless driving. Under existing law, the DMV commissioner may (and does, in practice) require drivers convicted of three moving or suspension violations (or two, for drivers under age 25) to attend the operator's retraining program. Under existing law and the act, reckless driving is considered a "moving violation" for the operator's retraining program. Thus, prior to the adoption of this act, drivers convicted of reckless driving had to attend the program only if they had accumulated moving or suspension violations.

By law, the program completion date stays on a driver's record until 36 months have passed without the driver committing any more moving or suspension violations. If the driver commits another moving or suspension violation during that period, the commissioner must suspend the person's driver's license or operating privilege for (1) 30 days upon a first conviction, (2) 60 days upon a second conviction, and (3) 90 days upon a third or subsequent violation.

EFFECTIVE DATE: October 1, 2025

§ 24 — CHEAPR ADAPTIVE E-BIKE INCENTIVES

Exempts adaptive e-bikes from the \$3,000 MSRP cap and adds residents with physical disabilities to the list of residents who must get priority for vouchers

The act exempts adaptive e-bikes from the \$3,000 manufacturer's suggested retail price (MSRP) cap for the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) e-bike voucher program, which applies by law until June 30, 2027. Existing law generally requires that an e-bike's MSRP be under the cap to qualify for a voucher under the program. Under the act, adaptive e-bikes with MSRPs above that amount are eligible for a voucher if they are to be used by a resident with a disability.

By law, the Department of Energy and Environmental Protection (DEEP) administers the e-bike voucher program as part of CHEAPR. The law generally requires DEEP to set most of the program's parameters administratively, including eligibility and voucher amounts, but it (1) sets a minimum voucher amount at \$500 and (2) requires DEEP to give priority for vouchers to environmental justice community residents, those with incomes of no more than 300% of the federal poverty level, and those who participate in certain state and federal assistance programs. The act adds residents with physical disabilities to the list of residents who must get priority for vouchers.

EFFECTIVE DATE: July 1, 2025

§§ 25-27 — TRANSPORTATION NETWORK COMPANIES AND DRIVERS

Makes changes in laws on TNCs (e.g., Uber and Lyft), including (1) modifying registration and renewal fees, (2) establishing a new annual reporting requirement, and (3) creating certain requirements related to these companies' drivers

The act makes changes in laws on Transportation Network Companies (TNCs, e.g., Uber and Lyft), including (1) modifying registration and renewal fees, (2) establishing a new annual reporting requirement, and (3) creating certain requirements related to these companies' drivers.

By law, TNCs are business entities that operate in Connecticut and use a digital network (i.e. generally an online-enabled application, website, or system) to connect TNC riders to TNC drivers for prearranged rides.

EFFECTIVE DATE: October 1, 2025

Registration and Annual Renewal Fees

The act replaces prior law's \$5,000 initial state registration and annual renewal fees for TNCs with the following fees that vary based on the number of TNC drivers with an active account on a company's digital network at the time of registration or renewal:

1. \$5,000 for TNCs with fewer than 50 drivers;

2. \$10,000 for those with between 50 and 199 drivers; and
3. \$30,000 for those with at least 200 drivers.

As under existing law, these fees are non-refundable and must be submitted with a TNC's registration or renewal form to DOT.

Annual Reporting Requirement

The act requires registered TNCs, starting by January 1, 2026, to annually report to DOT the following information based on aggregate data from the prior year:

1. the average fare collected from TNC riders,
2. the total time TNC drivers spent giving prearranged rides (i.e. starting when a driver accepts a ride request through the digital network and ending when the rider exits the vehicle), and
3. the total compensation paid to drivers for these rides.

Driver-Related Requirements

Real-Time Messaging. The act requires TNCs to provide for real-time messaging, through their digital networks, between the company and its drivers who are using the network. It must be available in both English and Spanish.

Weekly Summaries. Under the act, TNCs must give a weekly summary to each of their drivers about the prearranged rides they completed during the previous week. Specifically, the summary must include the (1) total amount of fares the TNC collected from the driver's prearranged rides, (2) total amount the driver earned, and (3) percentage of the total fares the driver earned.

Retaliation. The act prohibits TNCs from taking or threatening retaliatory action against a TNC driver only because he or she filed a complaint with the company. It specifies that this includes suspending or banning the driver from accessing the TNC's digital network.

Information for New Drivers. Existing law requires TNCs to take certain actions before allowing a person to drive for the company, such as running a background check and sharing information about its insurance coverage for drivers. The act additionally requires TNCs to inform a prospective TNC driver, either electronically or in writing, of the following information:

1. that the driver may enroll in the state's Paid Family and Medical Leave Insurance Program and get related information from the Paid Family and Medical Leave Insurance Authority,
2. the requirements to qualify to give prearranged rides that start in a neighboring state, and
3. the company's deactivation process for its drivers.

Under the act, "deactivation process" means a TNC's procedures for materially restricting a driver's access to its digital network. This includes blocking access, suspending a driver from the network, or changing a driver's status on the network to make them ineligible to provide prearranged rides.

Background — Related Act

OLR PUBLIC ACT SUMMARY

PA 25-168, §§ 228 & 229, requires the comptroller to study the compensation of TNC and third-party delivery company drivers. It also creates a working group on working conditions and compensation for these drivers.

§ 28 — PROJECTING A LASER AT AN AIRCRAFT

Prohibits anyone from intentionally projecting a laser on or at an aircraft or its flight path, with certain exceptions (e.g., police officers performing their official duties); makes violations a class A misdemeanor

The act generally prohibits anyone from intentionally projecting a laser on or at an aircraft or its flight path. It makes violations a class A misdemeanor (see [Table on Penalties](#)). The act exempts members of the U.S. and state armed forces and police officers performing their official duties.

Under the act, a laser is any device that (1) projects a beam or point of light by means of light amplification by stimulated emission of radiation or (2) emits light simulating the appearance of a laser.

EFFECTIVE DATE: October 1, 2025

§ 29 — SPEED CAMERA EXPANSION PLAN

Requires the DOT commissioner to develop a plan to expand speed camera use on state roads

The act requires the DOT commissioner to develop a plan to expand speed camera use on state roads and submit the plan and any proposed legislation to the Transportation Committee by February 1, 2026. In developing the plan, the commissioner must consider the Federal Highway Administration's Speed Safety Camera Program Planning and Operations Guide and the National Highway Traffic Safety Administration's High Visibility Enforcement Toolkit.

EFFECTIVE DATE: July 1, 2025

§ 30 — MUNICIPAL SPEED AND RED LIGHT CAMERA FINE REVENUE REIMBURSEMENT

Explicitly allows municipalities to reimburse a speed or red light camera vendor from fine revenue received through a municipal speed or red light camera program

The act explicitly allows municipalities to reimburse a speed or red light camera vendor from fine revenue received through a municipal speed or red light camera program. Existing law allows municipalities to use the revenue to pay costs associated with camera use. The act specifies that these costs include reimbursing a vendor for speed and red light camera design, installation, operation, or maintenance. By law, fine revenue may also be used to improve transportation mobility and invest in transportation infrastructure.

EFFECTIVE DATE: July 1, 2025

§§ 32-34 — SMALL HARBOR IMPROVEMENT PROJECTS PROGRAM

OLR PUBLIC ACT SUMMARY

Requires CPA to establish SHIPP to award grants for improvements at harbors in the state that are not under CPA's authority (i.e. small harbors); funds the program with an existing \$20 million GO bond authorization; broadens the allowable uses of an existing \$6.75 million GO bond authorization for port, harbor, and marina improvements

The act requires the Connecticut Port Authority (CPA) to establish the Small Harbor Improvement Projects Program (SHIPP) to award grants for improvements at harbors in the state that are not under CPA's authority (i.e. small harbors). It funds the program with an existing \$20 million general obligation (GO) bond authorization and subjects the bonds to the standard State Bond Commission approval process.

In effect, the act codifies, and provides additional funding for, CPA's existing, substantially similar program of the same name. CPA established SHIPP administratively to distribute bond funds the authority received for ports and harbors not under its control. The act's program differs by, among other things, (1) making private entities eligible for grants and (2) allowing CPA to award the grants to reimburse certain projects. The projects eligible for grants under the act are also substantially similar to those that may be funded through CPA's existing small harbor improvement projects account, which was enacted under PA 24-48 but has not been funded to date.

The act also broadens the allowable uses of an existing \$6.75 million GO bond authorization for CPA grants for port, harbor, and marina improvements (including dredging and navigational improvements). Under the act, this authorization may also be used to reimburse for dredging projects at small harbors. By law, at least \$5 million of this authorization must be used for ports, harbors, and marinas other than the deep water ports in Bridgeport, New Haven, and New London.

EFFECTIVE DATE: July 1, 2025

Eligible Grantees and Projects

Under the act, CPA must establish and administer SHIPP as a competitive grant program to give funding to municipalities and private entities for small harbor improvement projects to improve the state's economy and infrastructure. CPA must give preference to grant applications submitted by municipalities. (Under the CPA-administered SHIPP, only municipalities were eligible for the grants.)

Under the act, projects funded through SHIPP may include (1) federal and nonfederal dredging projects and (2) private maritime infrastructure projects that have been issued applicable permits and authorizations.

For federal and nonfederal dredging projects, the act allows CPA to award grants to:

1. fully or partially support projects' local and state matching requirements;
2. cover the incremental costs associated with applicable environmental requirements or management practices, including beneficial use;
3. fully or partially cover project costs in the absence of adequate federal funds; and
4. reimburse projects that CPA approved for funding or that began before the funds were disbursed due to time considerations that impacted the flow of

commerce at the small harbor (the CPA-administered SHIPP does not provide reimbursements).

Under the act, CPA must develop eligibility criteria for participating in the program and determine the amount a private entity must provide to match any SHIPP grant. Applications must be submitted to the CPA annually, at times and in the way the authority determines.

Bond Authorization

The act funds SHIPP with an existing \$20 million GO bond authorization, which prior law required to be used for projects CPA undertakes for ports not located in New Haven, New London, or Bridgeport. Under the act, proceeds from this authorization instead must be deposited into CPA’s small harbor improvement projects account and used for SHIPP.

Prior law required these bonds to be authorized through a memorandum of understanding between the State Bond Commission and CPA that would “auto-allocate” the bonds over a five-year period from FY 22 to FY 26. The act instead subjects this authorization to the standard Bond Commission approval process and makes conforming changes.

§ 35 — CONNECTICUT PUBLIC TRANSPORTATION COUNCIL

Assigns the Connecticut Public Transportation Council to DOT for administrative purposes only; requires DOT to post certain council reports and records on the department’s website (e.g., meeting schedule, agendas, and minutes)

The act assigns the Connecticut Public Transportation Council (see *Background — Connecticut Public Transportation Council*) to DOT for administrative purposes only (i.e. making it an “APO agency”). By law, an APO agency generally exercises its authority and functions without the approval or control of the state department in which it is located and may also prepare its own budget and hire its own personnel or enter into contracts. The department to which an APO agency is assigned provides administrative support, including record keeping and reporting; disseminates required notices, rules, or orders for the agency; provides staff; and includes the agency’s budgetary requests in the departmental budget (CGS § 4-38f).

The act also requires DOT to assist the council in carrying out its responsibilities by posting on the department’s website related council reports and records, including its meeting schedule, agendas, minutes, and reports.

EFFECTIVE DATE: July 1, 2025

Background — Connecticut Public Transportation Council

By law, the 15-member Connecticut Public Transportation Council is charged with studying and investigating all aspects of the daily operation of commuter railroad systems and state-funded public transit services (e.g., bus transit), monitoring their performance, and recommending changes to improve their efficiency, equity, and quality. The council serves as an advocate for customers of

all commuter railroad systems and state-funded public transit services.

§ 36 — DOT WORK ZONE SPEED CAMERA LOCATIONS

Removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program (prior laws capped the number of work zones at 15)

The act removes the cap on the number of highway work zones where DOT may simultaneously operate speed cameras under its work zone speed camera program. Prior law capped the number of work zones at 15.

EFFECTIVE DATE: Upon passage

§ 37 — REDUCED FARE FOR PUBLIC BUSES

Requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, people age 65 or older, people age 18 or younger, and people with disabilities; allows school boards to purchase passes at the discounted rate and provide them to public school students in grades 9-12

The act requires the DOT commissioner to give up to a 50% fare discount for state-owned or -controlled public buses to veterans, seniors (people age 65 or older), youth (people age 18 or younger), and people with disabilities. It allows the commissioner to require these individuals to (1) get a DOT-issued reduced fare transit identification card and (2) present it to DOT employees or third-party contractors who are responsible for fare inspection duties, to receive the fare discount. (DOT already offers reduced fares for youth, seniors, and people with a qualifying disability on CT Transit and other bus systems operating under contract to DOT; the department requires these individuals to display a state-issued Reduced Fare ID or Medicare card, or may request proof of age for the youth discount.)

The act also allows local or regional school boards to purchase passes for use on these buses at the discounted rate discussed above. School boards may distribute the passes at no cost to public school students in grades 9-12 under their jurisdiction or sell them to these students at cost or for a reduced cost.

Under the act, a “veteran” is anyone honorably discharged or released under honorable conditions, or released with an other than honorable discharge based on a qualifying condition, from active service in the armed forces (i.e. the U.S. Army, Navy, Marine Corps, Coast Guard, Space Force, Air Force, and any of their reserve components, including the Connecticut National Guard when under federal service) (CGS § 27-103).

EFFECTIVE DATE: October 1, 2025

§§ 38-65 — BRIDGE AND ROAD NAMING

Names numerous bridges and roads

The act names and re-names numerous state highway segments and bridges as follows:

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1. Bridge No. 01478 carrying Route 174 over the Amtrak Railroad in Newington, the “Francis ‘Rip’ Callahan Memorial Bridge” (§ 38);
2. State Road 527 (West Street) from the intersection of Route 30 (Hartford Turnpike) traveling in a northerly direction to the intersection with South Street in Vernon, the “Amarjit Singh Buttar Memorial Highway” (§ 39);
3. State Road 508 from the intersection of Route 4 jughandle traveling in a generally easterly direction to the junction of Interstate Route 84 in Farmington, the “Major Robert C. Lehmann Memorial Highway” (§ 40);
4. Bridge No. 03334 on Route 9 South overpassing Floral Park Road in Old Saybrook, the “Jon A. Manafort Memorial Bridge” (§ 41);
5. Route 69 traveling in a generally southerly direction from north of the intersection with Fortuna Street (100 Prospect Road) to south of the intersection of East Mountain Road No. 1 (581 Prospect Road) in Waterbury, the “Corporal Thomas James Cavanaugh Memorial Highway” (§ 42);
6. Route 61 from the Woodbury-Bethlehem town line in a northerly direction to the Bethlehem-Morris town line in Bethlehem, the “Thomas March Memorial Highway” (§ 43);
7. Special Service Road 495 from Miller Avenue southerly to the southbound Route 15 access ramp in Meriden, the “Andrew DiDomenico Memorial Highway” (§ 44);
8. Bridge No. 01241 carrying Jude Lane over Interstate Route 84 eastbound and westbound in Southington, the “State Trooper First Class Aaron M. Pelletier Memorial Bridge” (§ 45);
9. Bridge No. 03929 overpassing U.S. Route 7 in Brookfield, the “Petty Officer 1st Class Jason D. Lewis Memorial Bridge” (§ 46);
10. the bridge located on Route 133 overpassing U.S. Route 7 in Brookfield, the “Lance Corporal John T. Schmidt III Memorial Bridge” (§ 47);
11. Pedestrian Bridge No. 05654 overpassing the Interstate Route 84 eastbound off-ramp and Interstate Route 84 westbound on-ramp in Hartford, the “Major William R. Oefinger Memorial Bridge” (§ 48);
12. Route 10 (Main Street) from the intersection of Meadow Road traveling in a northerly direction to the intersection of Route 4 (Farmington Avenue) in Farmington, the “Farmington Volunteer Fire Department Memorial Highway” (§49);
13. Bridge No. 01707 carrying Wassuc Road over Route 2 in Glastonbury, the “Sergeant Steven Deluzio Memorial Bridge” (§ 50);
14. Route 85 (West Street) from the intersection of School Road traveling in a northerly direction to the junction of State Road 534 in Bolton, the “Sergeant Michael Clark Memorial Highway” (§ 51);
15. Route 17A (Main Street) from the intersection of Bartlett Street traveling in a northerly direction to the intersection of Route 17 (Gospel Lane) in Portland, the “Shaun P. Manning Memorial Highway” (§ 52);
16. U.S. Route 44 (Squaw Hollow Road) from the intersection of Route 89 (Mansfield Road) traveling in an easterly direction to the Ashford-Eastford town line in Ashford, the “Lieutenant Colonel Thomas Knowlton Memorial

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- Highway” (§ 53);
17. Route 160 (Elm Street) from the intersection of Gilbert Avenue traveling in an easterly direction to Route 99 (Silas Deane Highway) in Rocky Hill, the “Carol and Larrye deBear Memorial Highway” (§ 54);
 18. Route 67 (Prospect Hill Road) from the intersection of Grove Street traveling in an easterly direction to the New Milford-Bridgewater town line in New Milford, the “George C. Buckbee Sr. Memorial Highway” (§ 55);
 19. Route 80 from the traffic circle with Route 79 to the intersection with Buck Hill Road in Madison, the “NMVFC Firefighter Myron Spencer Memorial Highway” (§ 56);
 20. Route 63 from the intersection of Route 4 to the Goshen-Litchfield town line in Goshen, the “Staff Sergeant Samuel Ryan Marti Memorial Highway” (§ 57);
 21. Route 167 (Bushy Hill Road) from the intersection of Deer Park Road traveling in a northerly direction to the intersection of Stratton Brook Road in Simsbury, the “Sgt. Daniel Crowley Memorial Highway” (§ 58);
 22. Route 97 (Hampton Road) from the intersection of Duffy Road traveling in a northerly direction to the intersection of Taft Pond Road in Pomfret, the “State Trooper Irving H. Nelson Memorial Highway” (§ 59);
 23. U.S. Route 1 (Post Road) from the end of Bridge No. 06211 traveling in a northerly direction to the beginning of Bridge No. 05858 in Southport, the “George Farley Russell Memorial Highway” (§ 60);
 24. Route 3 from the intersection of Elm Street traveling in a generally westerly direction to the Wethersfield-Glastonbury town line in Wethersfield, the “Daniel A. Camilliere Memorial Highway” (§ 61);
 25. Bridge No. 05432 carrying Black Rock Turnpike over the MetroNorth Railroad in Fairfield, the “David Campbell Bigelow Memorial Bridge” (§ 62);
 26. U.S. Route 5 (Main Street) from the intersection of State Road 517 traveling in a northerly direction to the junction of Interstate Route 84 in East Hartford, the “Melody A. Currey Memorial Highway” (§ 63) (this naming was repealed by PA 25-168, § 168);
 27. Route 314 (Berlin Turnpike) from the intersection of Route 15 (Berlin Turnpike) traveling in an easterly direction to the intersection of Jordan Lane in Wethersfield, the “Edward T. Gilligan Memorial Highway” (§ 64); and
 28. State Road 633 (South Frontage Road) from the intersection of Mansfield City Road traveling in an easterly direction to State Route 195 (Storrs Road) in Mansfield, the “Goodwin Vinton Memorial Road” (§ 65).

EFFECTIVE DATE: Upon passage

§ 66 — AUTONOMOUS VEHICLE PILOT PROGRAM REPEAL

Repeals a statute that generally required OPM to create an autonomous vehicle testing pilot program

The act repeals a statute (CGS § 13a-260) that generally required OPM, in

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consultation with certain agencies, to create an autonomous vehicle testing pilot program in certain municipalities selected for participation.

EFFECTIVE DATE: July 1, 2025