

OFFICE OF LEGISLATIVE RESEARCH  
PUBLIC ACT SUMMARY



**PA 25-159—sHB 7160**

*Transportation Committee*

*Appropriations Committee*

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF MOTOR VEHICLES AND CONCERNING PENALTIES FOR OPERATING A MOTOR VEHICLE AND VESSEL WHILE UNDER THE INFLUENCE OF INTOXICATING LIQUOR OR ANY DRUG, TECHNICAL CORRECTIONS TO THE MOTOR VEHICLE STATUTES, VIDEO PRESENTATION UPON LICENSE RENEWAL, THE HIGHWAY WORK ZONE AND ROADSIDE VEHICLE SAFETY AWARENESS PROGRAM, YELLOW AND BLUE ENVELOPES, ELECTRIC SCOOTERS, ELECTRIC BICYCLES, MOTOR-DRIVEN CYCLES, INSTALLMENT PAYMENT PLANS, LOW-SPEED VEHICLE DEALERS AND FINES FOR VIOLATIONS OF "MOVE OVER" LAW AND AGGRAVATED ENDANGERMENT OF A HIGHWAY WORKER**

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### §§ 8 & 9 — MOTOR VEHICLE RECYCLERS

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### § 25 — VIDEO ON TRAFFIC SAFETY LAWS AT LICENSE RENEWAL

*Increases the frequency with which driver's license holders must watch a traffic safety video to every renewal, rather than every other renewal*

### §§ 26-28 — HIGHWAY WORK ZONE AND ROADSIDE VEHICLE SAFETY AWARENESS PROGRAM

*Creates a new DMV-administered highway work zone and roadside vehicle safety awareness program and related requirements; generally requires driver's license applicants and violators of the "move over" law or highway worker endangerment law to take the program and requires suspension of violators' licenses if they commit specified additional violations within a certain time period after completing it*

### §§ 29-34 — YELLOW ENVELOPES FOR PEOPLE WITH COGNITIVE IMPAIRMENTS OR PHYSICAL DISABILITIES

*Requires DMV, in consultation with CWCSEO and other specified entities, to develop yellow envelopes and related public awareness materials for people with cognitive impairments or physical disabilities; requires the envelopes to, among other things, have written information on how first responders can accommodate and effectively interact with these individuals*

### §§ 35-59 — E-BIKES AND OTHER ONE-, TWO-, AND THREE-WHEELED VEHICLES

*Makes various changes related to e-bike modification and labeling, e-bike sales, e-bike use on trails, e-bike violation penalties, and the definitions of motor-driven cycle and electric scooter*

### §§ 59 & 60 — PAYMENT PLANS FOR MOTOR VEHICLE VIOLATIONS

*Requires CIB, starting July 1, 2028, and within available resources, to allow people to pay motor vehicle tickets through a payment plan and sets parameters for administering the plans*

**§ 60 — DRIVER’S LICENSE SUSPENSION FOR FAILURE TO PAY OR FAILURE TO APPEAR**

*Requires DMV to send a notice with specified information to anyone whose driver’s license may be suspended for failure to pay or appear for certain motor vehicle-related infractions or violations*

**§ 63 — LOW-SPEED VEHICLE DEALERS**

*Allows DMV to issue a dealer’s license to qualifying LSV dealers that meet certain alternative criteria*

**§§ 64 & 65 — FINES FOR VIOLATIONS OF “MOVE OVER” LAW OR AGGRAVATED ENDANGERMENT OF A HIGHWAY WORKER**

*Increases the enhanced penalties for violations of the “move over” law and the law on endangering highway workers that result in the injury or death of an emergency vehicle driver or occupant or a highway worker*

**SUMMARY:** This act makes various changes to motor vehicle laws, including numerous minor, technical, and conforming changes. A section-by-section analysis follows.

**EFFECTIVE DATE:** Various, see below.

**§§ 1 & 2 — BUSINESS ENTITY APPLICATIONS FOR CERTAIN BUSINESS LICENSES**

*Modifies who must undergo a state and national criminal records check for electronic issuance, car dealer, and repairers licenses by specifying that all those named on the license application must do so*

By law, an applicant for a car dealer, repairer, or electronic issuance license may be denied a new or renewal license based on being convicted of, or found civilly liable for, certain crimes or violations. If the license applicant is a business entity, the license may be denied based on the history of certain individuals who own or control the business.

The act changes which individuals’ civil and criminal history the Department of Motor Vehicles (DMV) must consider in licensing decisions. Under prior law, it was the applicant or, if the applicant is a business entity, its officers and major stockholders; under the act, it is any individual listed on the license application form. As under existing law, these individuals must undergo a fingerprint-based state and national criminal records check.

**EFFECTIVE DATE:** January 1, 2026

**§ 1 — ELECTRONIC ISSUANCE LICENSES**

*Explicitly prohibits DMV from issuing an electronic issuance license to dealers, motor vehicle leasing or rental companies, or department contractors*

Existing law generally prohibits anyone from engaging in the business of

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electronically filing registration or title applications without a DMV-issued electronic issuance license.

The act prohibits DMV from issuing an electronic issuance license to licensed car dealers, leasing and rental companies, and contractors authorized to handle DMV transactions. Existing law, unchanged by the act, allows these entities to use the department's electronic system to register vehicles or issue titles without getting an electronic issuance license.

EFFECTIVE DATE: January 1, 2026

### § 3 — DRIVER'S LICENSE RENEWAL WITHOUT PERSONAL APPEARANCE

*Makes minor changes to the law permitting renewal of a driver's license without the holder's personal appearance*

Existing law allows the DMV commissioner to renew someone's driver's license without his or her personal appearance under several specified conditions. Under prior law, one condition was that the person must have personally appeared to renew his or her license within the time limitations set in state or federal law. The act changes this requirement to refer specifically to the timeframe set in the federal Real ID regulations (i.e. within 16 years). It also explicitly allows the commissioner to require appearance within a shorter period of time, at his discretion.

EFFECTIVE DATE: July 1, 2025

### §§ 4 & 27 — EIGHT-HOUR SAFE DRIVING COURSE

*Increases the maximum fee for the eight-hour safe driving course from \$150 to \$200 and requires any course held through distance learning to require participants to use a camera*

By law, youth and adult instruction permit holders must take an eight-hour course on safe driving practices before getting their driver's license. Under existing law, this course can be offered in-person in a group setting, through distance learning, or as a hybrid of both, and any course held fully or partially through distance learning must be taught in real time by a live instructor and have interactive components. The act additionally requires that participants in any distance learning component be required to use a camera.

The act also increases, from \$150 to \$200, the maximum fee that driving schools and high schools may charge for the eight-hour course.

EFFECTIVE DATE: October 1, 2025, for the fee increase and January 1, 2026, for the camera requirement.

### § 5 — COMMERCIAL DRIVER'S LICENSE OR PERMIT RESTORATION

*Requires people who had their CDL downgraded or CLP canceled to pay the \$175 license restoration fee when seeking to restore the CDL or CLP*

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The act requires any commercial driver's license (CDL) holder whose license was downgraded to a class D license to pay the \$175 license restoration fee in order to restore their CDL. It requires the same for commercial learner's permit (CLP) holders seeking to restore a cancelled CLP. By law, holders may have their CDL downgraded, or their CLP canceled, for failure to comply with certain requirements, such as the requirement to periodically submit a medical certificate.

Under existing law, this restoration fee applies when someone seeks to restore their license after having it suspended or to restore their CDL after being disqualified from driving a commercial vehicle.

EFFECTIVE DATE: October 1, 2025

### §§ 6 & 7 — DEALERS AND REPAIRERS

*Modifies the standard for determining when a dealer or repairer can expand an existing licensed location on adjacent property without getting another license and increases the required dealer and repairer record retention period*

#### *Licensees Adding Adjacent Land*

Existing law generally requires car dealers and repairers to get a separate license from DMV for each place of business they operate, but it makes an exception to this requirement for dealers and repairers that expand a licensed location by adding buildings or certain land.

Under prior law, this exception applied when a dealer or repairer added adjacent land to its place of business, but the law did not further define "adjacent." Under the act, this exemption instead applies only when a dealer adds land directly bordering or sharing a common boundary with the licensed location without any intervening highway or private roadway. Existing law allows the DMV commissioner to require licensees that add buildings or land to their business to show evidence that they comply with municipal zoning requirements, among other things.

#### *Records Retention*

By law, dealers and repairers must retain records of purchase, sale, and repair transactions related to motor vehicles or major component parts. The act extends the law's required retention period from two to three years after the transaction. As under existing law, DMV may suspend or revoke a dealer or repairer's license or impose a civil penalty for failing to comply with this requirement. (PA 25-55, §§ 23 & 24, increases the maximum amount of this penalty from \$1,000 to \$5,000.)

EFFECTIVE DATE: July 1, 2025

### §§ 8 & 9 — MOTOR VEHICLE RECYCLERS

*Requires motor vehicle recyclers to stop operating if their license expires, imposes a late fee for late renewal applications, and prohibits DMV from renewing a license that has been expired for more than 45 days*

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By law, motor vehicle recyclers must biennially renew their license. If a recycler's license expires before its renewal is approved by DMV, the act specifies that a recycler must stop operating until DMV receives its renewal application, fee, and surety bond and approves its renewal application.

The act imposes a \$100 late fee on renewal applications that are submitted after the license's expiration date. It also prohibits DMV from renewing a recycler's license that has been expired for more than 45 days, but it allows a recycler whose license can no longer be renewed to apply for a new license.

EFFECTIVE DATE: July 1, 2025

### §§ 10, 20-24 & 62 — MINOR, TECHNICAL, AND CONFORMING CHANGES

*Makes several minor, technical, and conforming changes to the motor vehicle statutes*

The act makes several minor, technical, and conforming changes to the motor vehicle statutes. It also specifies that state law on required towing signage for parking facilities, as amended by PA 25-55, does not apply to parking facilities located at multifamily dwellings with four or fewer units.

EFFECTIVE DATE: July 1, 2025, except §§ 10 & 62, which are effective October 1, 2025.

### § 11 — TITLING OLDER VEHICLES

*Requires DMV to develop a streamlined process for issuing title certificates at an owner's request for vehicles older than 20 model years and for which a title was not issued upon registration*

The act requires DMV to develop a streamlined process for issuing title certificates at an owner's request for vehicles older than 20 model years and for which a title was not issued upon registration. By February 1, 2026, DMV must submit a description of the new process and any legislative recommendations to the Transportation Committee.

EFFECTIVE DATE: Upon passage

### §§ 12-19 — RECIPROCAL SUSPENSION PENALTIES FOR DRIVING AND BOATING UNDER THE INFLUENCE

*Imposes reciprocal credential suspension penalties for convictions of DUI and BUI and related administrative per se violations*

The act imposes reciprocal driver's license, boating certificate, and personal watercraft certificate suspension penalties for convictions of driving under the influence (DUI) and boating under the influence (BUI) and related administrative per se violations.

Under the administrative per se laws, drivers or boaters may have their credentials suspended for the following reasons, separately from the criminal process: (1) having a blood alcohol content (BAC) in excess of the applicable per se limit (generally, 0.08%); (2) being found, based on a police officer's

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investigation, to have been driving or boating under the influence of alcohol or drugs; and (3) refusing a chemical test (e.g., a breath test) or the nontestimonial portion of a drug influence evaluation (or DIE, which is an evaluation done by a specially trained police officer to determine a person's impairment from using drugs).

### *Penalties*

The table below shows the penalties that apply under the act for each offense. Generally, the act applies the credential suspension penalties for one offense to the equivalent offense in the other law (e.g., a second DUI offense also subjects a person to the certificate suspension that applies for a second BUI offense). For driver's license suspensions, a required period of ignition interlock device (IID) use applies as a condition of license restoration, regardless of whether the offense triggering the suspension was committed in a motor vehicle or a boat.

Under the act, offenders are subject to a suspension penalty for all three credentials, regardless of whether they currently hold them. If an offender does not have one of the credentials, the suspension applies to a person's operating privilege or right to operate a vessel (effectively, this means the person cannot get the credential for the length of the suspension).

### Certificate and License Suspension Penalties Under the Act

<b>Offense (§)</b>		<b>Driver's License</b>	<b>Boating or Personal Watercraft Certificate</b>
<b>BUI (§ 12), DUI (§ 13), or DUI with a child passenger (§ 18)</b>	First	45 day suspension, plus 1 year IID use	1 year suspension
	Second	45 day suspension, plus 3 years IID use, with operation in the first year limited to certain travel (e.g., to work or school)	3 year suspension (or until age 21, whichever is longer)
	Third and subsequent	Permanent revocation*	Permanent revocation
<b>Administrative Per Se for BUI (§ 14) or DUI (§ 15)</b>	First	<u>Age 21 and over:</u> 45 days, plus 6 months IID use <u>Under age 21:</u> 45 days, plus 1 year IID use <u>Test/DIE Refusal:</u> 45 days, plus 1 year IID use	<u>General:</u> 90 days <u>BAC of 0.16 or more:</u> 120 days <u>Test/DIE Refusal:</u> 6 months
	Second	<u>Age 21 and over:</u> 45 days, plus 1 year IID use <u>Under age 21:</u> 45 days, plus 2 years IID use <u>Test/DIE Refusal:</u> 45 days, plus 2 years IID use	<u>General:</u> 9 months <u>BAC of 0.16 or more:</u> 10 months <u>Test Refusal/DIE:</u> 1 year
	Third and subsequent	<u>Age 21 and over:</u> 45 days, plus 2 years IID use <u>Under age 21:</u> 45 days,	<u>General:</u> 2 years <u>BAC of 0.16 or more:</u> 2 years, 6 months

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<b>Offense (§)</b>		<b>Driver's License</b>	<b>Boating or Personal Watercraft Certificate</b>
		plus 3 years IID use <u>Test/DIE Refusal</u> : 45 days, plus 3 years IID use	<u>Test/DIE Refusal</u> : 3 years
<b>DUI in a school bus or other vehicle designated for carrying children (§ 19)</b>	All	45 day suspension plus 3 years IID use, with operation in the first year limited to certain travel (e.g., to work or school)	1 year suspension

\*The offender is eligible for reinstatement after two years. If reinstated, he or she must drive with an IID unless the DMV commissioner lifts this requirement after 15 years.

The act also deems DUI and BUI convictions and per se violations as prior convictions of the equivalent offenses, as shown in the table below.

## Offenses Considered Prior Convictions, Prior Law vs. Act

<b>Offense (§)</b>	<b>Considered a Prior Conviction of the Offense Under Prior Law</b>	<b>Considered a Prior Conviction of the Offense Under the Act</b>
<b>BUI (§ 12)</b>	BUI	BUI and DUI
<b>DUI (§ 13)</b>	DUI, DUI with a child passenger, DUI in a school bus or other vehicle designated for carrying children, 2nd degree manslaughter with a motor vehicle, 2nd degree assault with a motor vehicle, or an offense committed in another state that is equivalent to any of these offenses	DUI, DUI with a child passenger, DUI in a school bus or other vehicle designated for carrying children, 2nd degree manslaughter with a motor vehicle, 2nd degree assault with a motor vehicle, BUI, reckless operation of a vessel while under the influence, or an offense committed in another state that is equivalent to any of these offenses
<b>Administrative Per Se, BUI (§ 14)</b>	BUI administrative per se	BUI and DUI administrative per se
<b>Administrative Per Se, DUI (§ 15)</b>	DUI administrative per se	BUI and DUI administrative per se
<b>DUI with a child passenger (§ 18)</b>	DUI, DUI under age 21, DUI with a child passenger, DUI in a school bus or other vehicle designated for carrying children, 2nd degree manslaughter with a motor vehicle, 2nd degree assault with a motor vehicle, or an offense committed in another state that is equivalent to any of these offenses	DUI, DUI under age 21, DUI with a child passenger, DUI in a school bus or other vehicle designated for carrying children, 2nd degree manslaughter with a motor vehicle, 2nd degree assault with a motor vehicle, BUI, reckless operation of a vessel while under the influence, or an offense committed in another state that is equivalent to any of these offenses



*Administration*

Under the act, the court must report each DUI and BUI conviction to DMV and the Department of Energy and Environmental Protection (DEEP), and the commissioners must suspend the offender's driver's license and boating or personal watercraft certificate as the act requires.

The act also requires the DMV and DEEP commissioners to notify each other when they suspend a person's driver's license or certificate, and the commissioner receiving the notice must suspend the applicable credential.

*Credential Issuance*

The act prohibits DMV from issuing a driver's license to anyone whose boating or personal watercraft certificate is suspended or revoked or subject to pending action by DEEP that may result in suspension or revocation due to BUI or reckless operation of a vessel while under the influence. It also prohibits DEEP from issuing a boating certificate to anyone whose driver's license is suspended or revoked, or subject to pending action by DMV that may result in suspension or revocation due to DUI, DUI under age 21, DUI with a child passenger, or DUI in a school bus or other vehicle designated for carrying children.

The act also requires DEEP and DMV to notify each other of any pending actions that may result in suspensions, together with the person's identifying information.

EFFECTIVE DATE: October 1, 2025

§ 25 — VIDEO ON TRAFFIC SAFETY LAWS AT LICENSE RENEWAL

*Increases the frequency with which driver's license holders must watch a traffic safety video to every renewal, rather than every other renewal*

By law, the DMV commissioner must develop and revise a video about state laws impacting drivers, pedestrians, and bicyclists, as well as ways to drive safely and reduce transportation-related fatalities and severe injuries. The act requires that driver's license holders watch the video each time they renew their license, rather than at every other renewal as under prior law. (Generally, a driver's license must be renewed every eight years.)

EFFECTIVE DATE: July 1, 2025

§§ 26-28 — HIGHWAY WORK ZONE AND ROADSIDE VEHICLE SAFETY AWARENESS PROGRAM

*Creates a new DMV-administered highway work zone and roadside vehicle safety awareness program and related requirements; generally requires driver's license applicants and violators of the "move over" law or highway worker endangerment law to take the program and requires suspension of violators' licenses if they commit specified additional violations within a certain time period after completing it*

The act creates a new highway work zone and roadside vehicle safety awareness

program administered by DMV. Starting January 1, 2026, it generally requires this program to be completed by (1) applicants for a driver's license or learner's permit and (2) drivers convicted of violating the "move over" law or the law on endangering highway workers (see §§ 64 & 65 below).

Specifically, the act requires 16- and 17-year-old driver's license applicants who get a learner's permit on or after January 1, 2026, to submit a program completion certificate to the DMV commissioner, as he prescribes. Beginning on the same date, it also generally applies this requirement to any driver's license applicant who (1) has not previously held a Connecticut license and (2) does not hold a valid license issued by (a) another state or U.S. territory or possession or (b) a foreign country with which the commissioner has an agreement for reciprocal recognition of driver training requirements.

The act establishes program requirements and allows the commissioner to certify organizations (e.g., licensed driving schools) to offer the program. It requires a violator's driving record to reflect program participation for a specified time period and sets license suspension requirements for drivers who commit certain additional violations during this period.

The act also requires the DMV commissioner to adopt regulations to implement the program.

EFFECTIVE DATE: October 1, 2025

### *Program Requirements*

Under the act, the highway work zone and roadside vehicle safety awareness program must at least cover the following material and end with a written or electronic test:

1. principles of safe driving,
2. dangers of highway work zones and risks of driving unsafely in them,
3. testimonials from highway workers and their families,
4. the dangers of vehicles located on the highway shoulder, and
5. proper interactions with emergency vehicles.

DMV and other program providers (see below) may offer it in person, virtually (i.e. through distance learning), or by a combination of both. The virtual option must have interactive components (e.g., mandatory interactions, participation, or testing). The act caps the fee providers may charge for the program at \$200.

### *Program Providers*

The act requires DMV to offer the program and allows the commissioner to do so through other organizations (e.g., licensed driving schools) he certifies. He must determine how many program providers are needed.

Under the act, each organization or driving school seeking certification or recertification must apply to DMV as the commissioner prescribes and submit a \$350 application fee. Certifications are valid for two years and are not transferable. Additionally, each applicant must:

1. be registered to do business in Connecticut and maintain good standing with

- the Office of the Secretary of the State;
2. have a permanent place of business in the state where all program records are maintained and accessible to DMV during normal business hours;
3. submit to the DMV commissioner for approval a detailed curriculum and lesson plan (including any changes to them);
4. electronically transmit to the commissioner, at the times and in the form he prescribes, information on enrollment and program completion; and
5. file and maintain a \$50,000 surety bond (a) conditioned on compliance with state and federal laws or regulations related to the program and (b) as indemnity for the state's or any person's losses or expenses due to a program provider's acts or omissions.

This bond must be executed in the name of the state for the benefit of any aggrieved party, but the penalty of the bond may only be imposed on the DMV commissioner's order after a hearing.

Under the act, the commissioner has discretion over provider recertification.

*Background Check.* Before the DMV commissioner certifies an applicant to offer the program, he must investigate the applicant's character, driving history, and criminal history (including its principals and officers, in the case of business entities). The act requires applicants to submit to the commissioner any information on current or past criminal or civil actions.

#### *Driving Records and License Suspension*

Under the act, the program requirement and its completion date must be recorded on the driving record of anyone required to attend the program due to a "move over" law or highway worker endangerment law violation, as discussed above. This date must stay on the driver's record until he or she has gone 36 consecutive months without any subsequent (1) moving or suspension violations or (2) violations of the "move over" law.

If a driver commits one of these violations before the 36 months pass, the commissioner must suspend his or her driver's license for (1) 30 days upon a first conviction, (2) 60 days upon a second conviction, and (3) 90 days upon a third or subsequent conviction.

"Moving violations" and "suspension violations" are violations specified in existing law for which the DMV commissioner can require a driver, after committing a certain number of them, to attend a four-hour operator's retraining program. These violations include, for example, speeding and reckless driving.

#### §§ 29-34 — YELLOW ENVELOPES FOR PEOPLE WITH COGNITIVE IMPAIRMENTS OR PHYSICAL DISABILITIES

*Requires DMV, in consultation with CWCSEO and other specified entities, to develop yellow envelopes and related public awareness materials for people with cognitive impairments or physical disabilities; requires the envelopes to, among other things, have written information on how first responders can accommodate and effectively interact with these individuals*

The act requires DMV, in consultation with the Commission on Women,

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Children, Seniors, Equity and Opportunity (CWCSEO) and other specified entities, to develop yellow envelopes and related public awareness materials for people with cognitive impairments or physical disabilities. As required under existing law, DMV similarly offers blue envelopes by request to people with autism spectrum disorder, which (1) include information about improving communication between these individuals and police officers and (2) hold their driver's license, registration, and insurance card (CGS § 14- 11j). (These envelopes are meant to be handed to officers during a traffic stop.)

The act generally requires DMV, by January 1, 2026, to give the yellow envelopes and public awareness materials to its department offices and certain first responders (i.e. law enforcement units, municipal and volunteer fire departments and ambulance services, commercial ambulance and rescue services, emergency medical services (EMS) personnel, and state-operated ambulance and paramedic intercept services). It correspondingly requires these people and entities to give the envelopes and materials, by request and at no cost, to people with a cognitive impairment or physical disability (or their parent, guardian, family member, or driver).

The act requires CWCSEO to coordinate and identify related education and training programs for first responders. It also requires several existing trainings for various first responders to begin providing information about the blue and yellow envelopes.

**EFFECTIVE DATE:** Upon passage, except the training requirements unrelated to CWCSEO are effective January 1, 2026.

### *Yellow Envelopes and Public Awareness Materials*

The act requires DMV, by January 1, 2026, to take the following actions in consultation with CWCSEO; one state association each of police chiefs, fire chiefs, and EMS personnel; and at least one organization that advocates for people with cognitive impairments or physical disabilities:

1. design yellow envelopes (a) to hold a driver's license, registration, insurance card, and other materials about a person's cognitive impairment or physical disability and (b) with written information on how police, EMS, or firefighters can accommodate and effectively interact with these individuals, and
2. develop brochures about both yellow and blue envelopes, as well as certain other public awareness materials (e.g., lanyards and stickers) that generally have the same information as must be written on these envelopes.

### *CWCSEO Training Coordination*

The act requires CWCSEO to coordinate and identify education and training programs for first responders related to improving their interactions with people with a cognitive impairment, physical disability, or autism spectrum disorder. This includes techniques for handling incidents, promoting accommodations, and enhancing communication. CWCSEO must do so in consultation with (1) at least

one organization that advocates for these individuals and offers courses certified by the Police Officer Standards and Training Council; (2) one state association each of police chiefs, fire chiefs, and EMS personnel; and (3) the Office of Emergency Medical Services.

*First Responder Trainings*

The act also requires several existing trainings for various first responders to provide information about the blue and yellow envelopes, including:

1. the Department of Emergency Services and Public Protection Division of State Police's police basic or field training program, starting by January 1, 2026;
2. the Commission on Fire Prevention and Control's optional fire service training and education program; and
3. certain Department of Public Health-approved training programs available to members of various ambulance, rescue, and paramedic intercept services.

Existing law generally already requires these trainings to include information on techniques for handling incidents involving people with autism spectrum disorder, cognitive impairment, and nonverbal learning disorder.

**§§ 35-59 — E-BIKES AND OTHER ONE-, TWO-, AND THREE-WHEELED VEHICLES**

*Makes various changes related to e-bike modification and labeling, e-bike sales, e-bike use on trails, e-bike violation penalties, and the definitions of motor-driven cycle and electric scooter*

The act makes various changes related to the laws governing the manufacture, sale, and use of electric bicycles (e-bikes) and the legal classification of lower speed one-, two-, and three-wheeled vehicles.

Regarding e-bikes, among other things, the act:

1. generally requires anyone who modifies an e-bike to change its motor-powered speed capability or motor engagement to also modify the required label appropriately,
2. prohibits sellers from representing vehicles as e-bikes if they do not meet state law's definition of an e-bike and requires them to disclose the vehicle's likely legal classification to customers,
3. broadly permits class 1 e-bikes on bicycle or multi-use trails or paths, and
4. imposes penalties for several existing e-bike laws.

The act modifies definitions applicable to lower speed one-, two-, and three-wheeled vehicles and clarifies the treatment of electric powered vehicles in these categories by:

1. replacing the definition of "electric foot scooter" with one for "electric scooter" and broadening the definition to also include certain electric scooters designed to be ridden sitting down (e.g., by increasing the scooter weight limit to 100 pounds) and
2. expanding the "motor-driven cycle" definition to include (a) motorized unicycles and (b) vehicles with an electric or hybrid motor, if the motor has

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a capacity under 50 cubic centimeters (cc), has a wattage of 3,700 watts or less, or produces five-brake horsepower or less.

The act also makes numerous technical and conforming changes, principally related to the electric scooter definition.

EFFECTIVE DATE: October 1, 2025

### *E-bike Modification and Out-Of-Class Vehicles*

*E-Bike Classification.* Under existing law and unchanged by the act, an e-bike is a bicycle that (1) has operable foot pedals and an electric motor of less than 750 watts and (2) qualifies as a class 1, class 2, or class 3 bicycle (see table below).

#### **E-bike Classes**

<b>Class</b>	<b>Motor Engagement</b>	<b>Motor Disengagement</b>	<b>Top Speed</b>
Class 1	Only while the rider uses the foot pedals	When the rider stops pedaling or when it hits the top speed	20 mph
Class 2	While the rider pedals or with a throttle (i.e. they may be powered exclusively by the motor)	When the brakes are applied or when it hits the top speed	20 mph
Class 3	Only while the rider uses the foot pedals	When the rider stops pedaling or when it hits the top speed	28 mph

*Vehicles That Are Not E-bikes Under the Law.* The act specifies that a vehicle with an electric motor for propulsion is not considered an e-bike under the law if it (1) does not meet the definition of an e-bike as sold or offered for sale or (2) has one or multiple operating modes, a throttle, and the capability to exceed 20 mph on motor power alone in any mode when the throttle is engaged.

It also specifies that these vehicles are not e-bikes under the law if they have been configured or modified by someone (or are designed, manufactured, or intended by the manufacturer, importer, or seller to be configured or modified) to not meet existing law's e-bike definition due to:

1. the inclusion of a mechanical switch or button;
2. a change in the software controlling the electric drive system;
3. the use of a mobile application; or
4. any other means intended by a person, manufacturer, importer, or seller to modify the vehicle, or allow it to be modified, to no longer meet the definition.

*Labeling.* Existing law requires manufacturers of e-bikes offered for sale in Connecticut to, among other things, (1) attach a label to each e-bike that states the bike's classification, maximum speed, and motor wattage, and (2) ensure that the motor disengages according to the specifications of its classification. The act specifies that the label must be in at least nine-point type size.

Additionally, the act generally requires anyone who modifies an e-bike to change its motor-powered speed capability or motor engagement to also modify the

label appropriately. Specifically, if the e-bike no longer meets the definition of an e-bike, the person must remove the label. If the modification changes the e-bike's classification, the person must replace the label with one that accounts for the modification and has the new applicable classification, including its maximum speed and motor wattage.

The act imposes a penalty for violating the labeling requirements of (1) up to \$100 for a first offense and (2) \$100 to \$300 for a subsequent offense.

*Prohibition on Misrepresentation and Required Disclosures.* The act prohibits sellers of vehicles that have an electric motor but are not considered an "e-bike" under the law (see above) from (1) selling them as e-bikes or (2) offering them for sale if they are labeled as class 1, class 2, or class 3 e-bikes.

The act also requires sellers of these vehicles who describe them as an "electric bicycle," "electric bike," "e-bike," or other similar term, before the time of sale, to give consumers a clear and conspicuous written statement:

1. disclosing the name or classification of the vehicle under state law, or the most likely classification after an intended or anticipated modification described above, and
2. stating that (a) the vehicle does not meet the law's definition of "e-bike," (b) it is subject to applicable motor vehicle laws if used on public roads or lands, and (c) insurance policies may not cover accidents involving the vehicle and owners should contact their insurance company for available property damage and liability insurance coverage.

Under the act, sellers must also include this information in any digital or print advertisements for these vehicles (e.g., social media, e-mail, newspapers, magazines, brochures, and posters).

### *E-bikes on Trails*

The act broadly permits the use of class 1 e-bikes on bicycle or multi-use trails or paths. While e-bikes may generally be ridden wherever regular bicycles are allowed, prior law prohibited the use of both class 1 and 2 e-bikes on bicycle and certain multi-use trails or paths, except where permitted by local ordinance. This included multi-use trails and paths designated for non-motorized traffic and with a natural surface tread made by clearing and grading the soil and without added surfacing materials. Under the act, this restriction applies only to class 2 e-bikes.

By law, unchanged by the act, class 3 e-bikes are prohibited on all bicycle and multi-use trails or paths.

### *Penalties for E-bike Law Violations*

The act imposes a specific penalty for the following e-bike laws by making violations infractions: (1) riding e-bikes where prohibited, including on trails and paths under certain circumstances (as described above); (2) riding a class 3 e-bike under age 16; and (3) riding an e-bike, including as a passenger, without a helmet meeting the law's requirements.

Under prior law, there was no specific penalty for violating these provisions,

but riders or passengers may have been subject to the general penalty for vehicle highway use violations that are not designated an infraction or do not have a specified penalty (i.e. a fine of up to \$50, CGS § 14-296). By making these violations infractions, the act treats e-bike law violations the same as bicycle and other traffic violations.

### *Manufacturer Penalties*

The act also imposes a penalty on e-bike manufacturers of up to \$100 for a first offense, and \$100 to \$300 for a subsequent offense, for failing to (1) ensure e-bikes they offer for sale in Connecticut comply with applicable federal requirements for bicycles and e-bikes, (2) equip these class 3 e-bikes with a speedometer, and (3) ensure that e-bike motors disengage according to the specifications of their classification. Prior law did not specify a penalty for these violations.

### *One-, Two-, and Three-wheeled Vehicle Classifications*

*Motor-Driven Cycles.* Under prior law, a “motor-driven cycle” was any of the following with a seat at least 26 inches high and a motor displacing less than 50cc: a (1) motorcycle; (2) motor scooter; or (3) bicycle with attached motor, except electric bicycles. Because cc is a measurement of cylinder volume in an internal combustion engine, this definition only explicitly captured gas-powered vehicles. So, it was unclear under prior law whether a similar electric-powered vehicle was considered a motor-driven cycle or a motorcycle.

The act expands this definition to include vehicles with gasoline, electric, or hybrid motors that have a capacity of less than 50cc, have a wattage of 3,700 watts or less, or produce five-brake horsepower or less, as applicable. It also (1) excludes electric scooters (see below) from the motor-driven cycle definition and (2) incorporates into this definition one-wheeled vehicles “with a floorboard that can be stood upon while riding or with foot rests for the operator” (i.e. motorized unicycles). (These vehicles are not subject to the motor-related or minimum seat height requirements.)

As under existing law, street-legal two- or three-wheeled vehicles that exceed these engine capacities are generally considered motorcycles. Unlike motorcycles, motor-driven cycles do not need to be registered and riders do not need a motorcycle endorsement.

*Modification of Electric Foot Scooter Definition.* The act replaces the definition of “electric foot scooter” with one for “electric scooter” and broadens the definition to also include certain electric scooters designed to be ridden while sitting down. In doing so, it treats certain low-powered, seated electric scooters in the same way that electric foot scooters are treated under the law.

Under prior law, an electric foot scooter was a device that (1) weighs up to 75 pounds; (2) has two or three wheels, handlebars, and a floorboard that a rider can stand on; (3) is powered by an electric motor and human power; and (4) has a maximum speed of 20 mph on a paved level surface, with or without human propulsion. The act renames these devices “electric scooters” and (1) increases their



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maximum weight to 100 pounds, (2) eliminates the floorboard requirement and instead requires they be designed to be ridden in either an upright or seated position, and (3) excludes e-bikes and one-wheeled vehicles from the definition.

### §§ 59 & 60 — PAYMENT PLANS FOR MOTOR VEHICLE VIOLATIONS

*Requires CIB, starting July 1, 2028, and within available resources, to allow people to pay motor vehicle tickets through a payment plan and sets parameters for administering the plans*

#### *Installment Plan Overview*

Starting July 1, 2028, the act (1) allows anyone charged with a motor vehicle-related infraction or violation processed through the Centralized Infractions Bureau (CIB) to pay under a 12-month installment plan and (2) requires CIB to offer this option, within available resources, on its website. The payment plans must include all fines and related fees or costs, and CIB may accept payments higher than the monthly installment amount. The act allows CIB to assess an additional fee of up to \$15 to cover related administrative costs, which must be deposited in the Judicial Data Processing Revolving Fund.

Like payments made through CIB under existing law, agreeing to enter into a payment plan (1) is considered a plea of nolo contendere (no contest) and is not admissible in any civil or criminal proceeding and (2) does not result in the DMV commissioner assessing points against the person's driver's license.

Existing law requires the Judicial Department to provide notice about paying through CIB to law enforcement agencies and direct them to give it to anyone alleged to have committed a motor vehicle infraction or violation when issuing the complaint. Under the act, this notice must have information about the option to pay through an installment payment plan. Additionally, starting on July 1, 2028, the department also must post information about the option to pay through an installment payment plan on its website.

#### *Failure to Make Installment Payments*

When a person fails to make a timely payment on an installment plan for the first or second time, the act requires CIB to assess a \$15 late fee (deposited in the Judicial Data Processing Revolving Fund) and allow the person an additional 30 days to make the missed payment for each instance. However, for a third missed payment, CIB must end the payment plan and report it to the DMV commissioner in the same way it reports other circumstances for a driver's license suspension (see below).

EFFECTIVE DATE: October 1, 2025

### § 60 — DRIVER'S LICENSE SUSPENSION FOR FAILURE TO PAY OR FAILURE TO APPEAR

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*Requires DMV to send a notice with specified information to anyone whose driver's license may be suspended for failure to pay or appear for certain motor vehicle-related infractions or violations*

Existing law gives the DMV commissioner broad authority to suspend or revoke a driver's license for any cause he deems sufficient. It also establishes a license suspension procedure that requires the court to send a report notifying DMV when someone:

1. is arrested for a violation of any motor vehicle-related statute and willfully fails to appear for a scheduled court appearance;
2. is charged with a motor vehicle-related infraction or violation processed through CIB (or certain other violations) and fails to pay the related fine and any additional fees, or plead not guilty, by the required date or willfully fails to comply with court-set remote events and deadlines or appear for a scheduled court appearance; or
3. fails to pay certain related additional surcharges, fees, and costs.

By department practice, DMV then mails a suspension notice containing certain information and suspends the person's license if he or she does not reopen their case before the suspension date indicated on the notice. The act generally codifies this notice and suspension process, with modifications. Specifically, it requires DMV, after receiving a report from the court (as described above), to send a suspension notice (1) informing the person that his or her license will be suspended within 60 days after the notice date unless the person reopens judgment with the court of jurisdiction during this time period and (2) giving instructions on how to file a motion to reopen and apply for a fee waiver within the court of jurisdiction.

EFFECTIVE DATE: October 1, 2025

### § 63 — LOW-SPEED VEHICLE DEALERS

*Allows DMV to issue a dealer's license to qualifying LSV dealers that meet certain alternative criteria*

The act allows DMV to issue a dealer's license to qualifying low-speed vehicle (LSV) dealers that meet certain criteria without having to meet certain criteria that apply to dealers under existing law. Specifically, DMV may do this for businesses that (1) merchandise new electric LSVs under a manufacturer's or importer's contract for each make of vehicle prior to July 1, 2025, and (2) incidental to the business, sell used LSVs and repair LSVs.

Qualifying LSV dealers seeking a license must apply to the commissioner (with a \$340 application fee), pass a criminal records check, and furnish a \$25,000 surety bond, among other things. Licenses issued under the act are renewed biennially and are not transferable and must be revoked by, and surrendered to, DMV upon the business' sale, transfer, or conveyance.

EFFECTIVE DATE: July 1, 2025

### §§ 64 & 65 — FINES FOR VIOLATIONS OF "MOVE OVER" LAW OR AGGRAVATED ENDANGERMENT OF A HIGHWAY WORKER

## OLR PUBLIC ACT SUMMARY

*Increases the enhanced penalties for violations of the “move over” law and the law on endangering highway workers that result in the injury or death of an emergency vehicle driver or occupant or a highway worker*

### *“Move Over” Law*

The state’s “move over” law requires drivers, when approaching slow or stationary emergency vehicles in the shoulder, lane, or breakdown lane, to (1) immediately slow down to a speed reasonably below the speed limit and (2) if traveling in the lane adjacent to the shoulder or lane with the emergency vehicle, move over one lane unless it would be unsafe to do so. (While these provisions specifically apply on public roads with at least two travel lanes going in the same direction, the requirement to slow down also applies to two-lane roads with undivided traffic proceeding in opposite directions.)

By law, violations are generally infractions; however, drivers are subject to higher fines if the violation results in an emergency vehicle driver’s or occupant’s injury or death. The act increases the maximum fines for these violations from (1) \$2,500 to \$5,000 (injury) and (2) \$10,000 to \$20,000 (death).

### *Aggravated Endangerment of a Highway Worker*

Under existing law, drivers generally commit the offense of endangerment of a highway worker and owe fines (up to \$500 for a first offense and \$1,000 for subsequent offenses) if they are convicted of any of the following in a highway work zone with a highway worker nearby:

1. exceeding the posted speed limit by at least 15 mph;
2. failing to obey certain traffic control devices for any reason other than an emergency, avoiding an obstacle, or protecting another person’s health and safety;
3. driving through or around the work zone in a lane not clearly designated for this use; or
4. physically assaulting, attempting to assault, or threatening a highway worker with a motor vehicle or other instrument.

Drivers commit the offense of “aggravated endangerment of a highway worker” and face higher fines if they are convicted of one of the above offenses that results in a highway worker’s serious physical injury or death. The act increases the fines for this offense from (1) a maximum of \$5,000 to a maximum of \$10,000 (injury) and (2) \$10,000 to \$20,000 (death).

EFFECTIVE DATE: October 1, 2025