



# House of Representatives

General Assembly

**File No. 418**

February Session, 2026

Substitute House Bill No. 5464

*House of Representatives, April 7, 2026*

The Committee on Transportation reported through REP. BERGER-GIRVALO of the 111th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

***AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT OF TRANSPORTATION AND ESTABLISHING A PILOT PROGRAM TO OPERATE AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES ON LIMITED ACCESS HIGHWAYS.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (d) of section 4a-67d of the general statutes is  
2 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
3 *2026*):

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

6 [(2) On and after January 1, 2024, the state shall cease to procure,  
7 purchase or lease any diesel-fueled transit bus.]

8 Sec. 2. Subsection (c) of section 4b-13a of the general statutes is  
9 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
10 *2026*):

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

18 Sec. 3. Section 4b-77 of the general statutes is repealed and the  
19 following is substituted in lieu thereof (*Effective July 1, 2026*):

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

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

39 (c) Not later than January 1, 2029, and every three years thereafter,  
40 the Commissioners of Administrative Services, Transportation and  
41 Energy and Environmental Protection shall jointly submit  
42 recommendations, in accordance with the provisions of section 11-4a,  
43 regarding the electric vehicle capable parking space requirements

44 established in subsection (b) of this section to the joint standing  
45 committees of the General Assembly having cognizance of matters  
46 relating to government administration, transportation and the  
47 environment. Such recommendations shall propose an appropriate  
48 requirement for future electric vehicle charging infrastructure at new  
49 state facilities. In proposing such appropriate requirement, the  
50 commissioners shall consider: (1) The current public prevalence of  
51 electric vehicles and the market conditions for purchasing such vehicles;  
52 (2) the expected future growth in electric vehicle ownership by state  
53 employees and the public; (3) the current and future utilization of  
54 electric vehicle charging spaces at state facilities; (4) similar  
55 requirements for new construction in neighboring states and in  
56 nationally recognized model building codes; and (5) the state goals for  
57 the reduction of pollution from the transportation sector, including, but  
58 not limited to, the reduction of greenhouse gas emissions.

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

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

71 (a) Notwithstanding any provision of the general statutes, unless  
72 otherwise required by federal law, the provisions of this section shall  
73 govern the issuance of any state approval for district improvements  
74 concerning the Port Eastside Infrastructure Improvement District  
75 established pursuant to section 1 of [this act] public act 25-90. If the  
76 district enters into a written agreement with any public entity for work

77 to be performed in connection with the district improvements,  
78 including, but not limited to, obtaining a permit, license or  
79 governmental approval, acquiring real property or construction of  
80 sewer, water, steam or other utility connections, any administrative  
81 action taken by such public entity in connection with such work shall be  
82 governed by the provisions of this section unless otherwise required by  
83 federal law or any other agreement to which such public entity is bound.

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

92 (c) Any application for an approval for district improvements  
93 required by any applicable provision of the general statutes shall be  
94 submitted to the commissioner having jurisdiction as provided in this  
95 subsection. The commissioner shall, to the extent practicable in the  
96 discretion of the commissioner, adopt a master process to consider  
97 multiple licenses, permits, approvals and administrative actions  
98 pursuant to this section. Unless denied by the commissioner, any license  
99 or permit shall be issued, approval shall be granted as requested and  
100 administrative action shall be taken not later than ten business days  
101 after the date of submission of any such application unless a hearing is  
102 required to be held concerning such application. Such application shall  
103 be deemed granted as requested on the eleventh business day after a  
104 hearing is held on such application unless the commissioner has denied  
105 such application or approved such application with conditions. Any  
106 requirement for a permit or inspection by the State Building Inspector  
107 or State Fire Marshal shall be satisfied if the district obtains a  
108 certification from an engineer or other appropriate professional duly  
109 certified or licensed in the state certifying that the work in connection  
110 with the district improvements, to the extent such work is subject to

111 approval by the State Building Inspector or State Fire Marshal, is in  
112 compliance with the State Building Code or fire code and safety  
113 regulations, as applicable.

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

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

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

138 (g) Any administrative action taken by any commissioner in  
139 connection with the district improvements may be appealed by a party  
140 aggrieved by such action to the superior court for the judicial district of  
141 Hartford in accordance with the provisions of section 4-183 of the  
142 general statutes. Such appeal shall be brought not more than ten days  
143 after the date the commissioner mails to the parties to the proceeding a

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

168 (h) (1) In an appeal pursuant to subsection (g) of this section, the court  
169 shall not substitute its judgment for that of the commissioner as to the  
170 weight of the evidence presented on a question of fact. The court shall  
171 affirm the decision of the commissioner unless the court finds that  
172 substantial rights of the party appealing the decision have been  
173 materially prejudiced because the administrative findings, inferences,  
174 conclusions or decisions of the commissioner are: (A) In violation of  
175 constitutional or statutory provisions, (B) in excess of the statutory  
176 authority of the commissioner, (C) made upon unlawful procedure, (D)  
177 affected by an error of law, (E) clearly erroneous in view of the reliable,  
178 probative and substantial evidence on the whole record, or (F) arbitrary,

179 capricious or characterized by abuse of discretion or clearly  
180 unwarranted exercise of discretion.

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

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

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

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

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

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

208 (4) "Dynamic part-time lane control system" means a device having  
209 one or more motor vehicle sensors connected to a camera system

210 capable of producing recorded images that indicate the date, time and  
211 location of the image of each motor vehicle allegedly operating in  
212 violation of section 6 of this act or an ordinance adopted under section  
213 10 of this act;

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

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

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

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

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

227 (b) The Office of the State Traffic Administration may designate any  
228 lane or shoulder of a highway as a dynamic part-time lane to be used (1)  
229 as a high occupancy vehicle lane, (2) as a dedicated lane for bus rapid  
230 transit or other motor or service bus usage, (3) as a dedicated lane for  
231 authorized emergency vehicles responding to an emergency call, (4) to  
232 redirect an opposing lane of a highway into a one-way lane, or (5) as is  
233 necessary to maintain the function of the state's highway system. The  
234 office may adopt regulations, in accordance with the provisions of  
235 chapter 54 of the general statutes, to implement the provisions of this  
236 subsection.

237 (c) The Department of Transportation may establish a program to  
238 operate dynamic part-time lane control systems within a dynamic part-  
239 time lane designated pursuant to subsection (b) of this section. A  
240 dynamic part-time lane control system shall be used in a manner to only

241 record images of motor vehicles that are allegedly operating in violation  
242 of the provisions of section 6 of this act or an ordinance adopted under  
243 section 10 of this act. Any recorded images collected as part of a dynamic  
244 part-time lane control system shall not be used for any surveillance  
245 purposes.

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

261 (e) The Department of Transportation may (1) enter into agreements  
262 with vendors for the design, operation or maintenance, or any  
263 combination thereof, of dynamic part-time lane control systems, and (2)  
264 retain and employ consultants and assistants on a contract or other basis  
265 for rendering legal, financial, professional, technical or other assistance  
266 and advice necessary for the design, operation and maintenance of  
267 dynamic part-time lane control systems. If a vendor provides, deploys  
268 or operates a dynamic part-time lane control system, the vendor's fee  
269 may not be contingent on the number of violations issued or fines paid  
270 pursuant to the provisions of section 6 of this act or an ordinance  
271 adopted under section 10 of this act.

272 (f) The Commissioner of Transportation may adopt regulations, in  
273 accordance with the provisions of chapter 54 of the general statutes, to

274 implement the provisions of this section and sections 6 to 10, inclusive,  
275 of this act and establish standards and procedures for dynamic part-  
276 time lanes and dynamic part-time lane control systems.

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

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

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

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

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

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

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

329 Sec. 7. (NEW) (*Effective January 1, 2027*) (a) (1) Whenever a dynamic  
330 part-time lane control system detects and produces recorded images of  
331 a motor vehicle allegedly committing a violation of section 6 of this act,  
332 a sworn member or authorized member of the Division of State Police  
333 within the Department of Emergency Services and Public Protection  
334 shall review the recorded images provided by such system. Whenever  
335 a dynamic part-time lane control system detects and produces recorded  
336 images of a motor vehicle allegedly committing a violation of an  
337 ordinance adopted by a municipality under section 10 of this act, a  
338 sworn member or employee of the municipality's police department or

339 an employee of the municipality designated by the traffic authority of  
340 such municipality shall review the recorded images provided by such  
341 system.

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

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

364 (4) A dynamic part-time lane control system operator shall complete  
365 and sign a daily log for a dynamic part-time lane control system. Such  
366 daily log shall (A) state the date, time and location of such system's set-  
367 up, (B) state that the dynamic part-time lane control system operator  
368 successfully performed, and the dynamic part-time lane control system  
369 passed, the testing specified by the manufacturer of the dynamic part-  
370 time lane control system, (C) be kept on file at the principal office of the  
371 operator, and (D) be admitted in any court proceeding for an alleged

372 violation of section 6 of this act or in any hearing conducted pursuant to  
373 section 7-152c of the general statutes, as amended by this act, as  
374 applicable.

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

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

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

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

403 (f) A notice of violation shall be invalid unless mailed to an owner not

404 later than ninety days after the alleged violation of section 6 of this act  
405 or an ordinance adopted under section 10 of this act.

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

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

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

427 (j) An owner who receives a notice of violation of section 6 of this act  
428 pursuant to the provisions of this section shall follow the procedures set  
429 forth in section 51-164n of the general statutes, as amended by this act.  
430 The provisions of this subsection shall not apply to an owner who is  
431 alleged to have violated an ordinance adopted under section 10 of this  
432 act.

433 Sec. 8. (NEW) (*Effective January 1, 2027*) (a) The Department of Motor  
434 Vehicles shall provide the Department of Transportation and any  
435 vendor with information regarding the owner of a motor vehicle

436 identified by a part-time lane control system as allegedly violating the  
437 provisions of section 6 of this act or an ordinance adopted under section  
438 10 of this act. Such information shall include, but need not be limited to,  
439 the make and number plate of such motor vehicle and the name and  
440 address of the owner of such motor vehicle.

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

447 Sec. 9. (NEW) (*Effective January 1, 2027*) (a) No personally identifiable  
448 information shall be sold or disclosed by the department, a municipality  
449 or a vendor to any person or entity except where the disclosure is made  
450 (1) in connection with the charging, collection and enforcement of the  
451 fines imposed pursuant to section 6 of this act or an ordinance adopted  
452 under section 10 of this act, (2) pursuant to a judicial order, including a  
453 search warrant or subpoena, in a criminal proceeding, or (3) to comply  
454 with federal or state laws or regulations.

455 (b) No personally identifiable information shall be stored or retained  
456 by the department, a municipality or a vendor unless such information  
457 is necessary for the collection and enforcement of the fines imposed  
458 pursuant to section 6 of this act or an ordinance adopted under section  
459 10 of this act.

460 (c) The department, a municipality or a vendor may disclose  
461 aggregate information and other data gathered from dynamic part-time  
462 lane control systems that does not directly or indirectly identify an  
463 owner or a motor vehicle for research purposes authorized by the  
464 Commissioner of Transportation.

465 (d) Except as otherwise provided by law or in connection with an  
466 administrative summons or judicial order, including a search warrant  
467 or subpoena, in a criminal proceeding, the department, a municipality

468 or a vendor shall destroy personally identifiable information and other  
469 data that specifically identifies a motor vehicle and relates to a violation  
470 of section 6 of this act or an ordinance adopted under section 10 of this  
471 act not later than one year after any fine is imposed or the resolution of  
472 a trial conducted for the alleged commission of such violation.

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

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

484 (b) Any ordinance adopted under this section shall specify the  
485 following: (1) That an owner of a motor vehicle commits a violation of  
486 the ordinance if the person operating such motor vehicle does so in  
487 violation of subsection (a) of section 6 of this act and such operation is  
488 detected by a dynamic part-time lane control system operated by the  
489 Department of Transportation on behalf of the municipality; (2) a fine,  
490 if any, to be imposed against the owner of a motor vehicle committing a  
491 violation of such ordinance, provided the amount of such fine is not  
492 more than seventy-five dollars for a first violation and not more than  
493 two hundred dollars for a second or subsequent violation that occurs  
494 within one year of the date of such owner's most recent violation; (3) the  
495 payment of any such fine may be made by electronic means; and (4) the  
496 defenses available to the owner of a motor vehicle allegedly committing  
497 a violation of such ordinance, which shall include, but need not be  
498 limited to, the defenses listed in subsection (i) of section 7 of this act.  
499 Any subsequent violation occurring more than one year after such  
500 owner's most recent violation shall be considered a first violation.

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

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

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

512 Sec. 11. Subsection (c) of section 7-152c of the general statutes is  
513 repealed and the following is substituted in lieu thereof (*Effective January*  
514 *1, 2027*):

515 (c) Any such municipality, at any time within twelve months from  
516 the expiration of the final period for the uncontested payment of fines,  
517 penalties, costs or fees for any citation issued under any ordinance  
518 adopted pursuant to section 7-148, 14-279c, 14-307c, 14-307j or 22a-226d  
519 or section 10 of this act, for an alleged violation thereof, shall send notice  
520 to the person cited. Such notice shall inform the person cited: (1) Of the  
521 allegations against such person and the amount of the fines, penalties,  
522 costs or fees due; (2) that such person may contest such person's liability  
523 before a citation hearing officer by delivering in person or by mail  
524 written notice within ten days of the date thereof; (3) that if such person  
525 does not demand such a hearing, an assessment and judgment shall be  
526 entered against such person; and (4) that such judgment may issue  
527 without further notice. For purposes of this section, notice shall be  
528 presumed to have been properly sent if such notice was mailed to such  
529 person's last-known address on file with the tax collector. If the person  
530 to whom such notice is issued is a registrant, the municipality may  
531 deliver such notice in accordance with section 7-148ii, provided nothing  
532 in this section shall preclude a municipality from providing notice in  
533 another manner permitted by applicable law.

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

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

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

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

550 (b) Notwithstanding any provision of the general statutes, any person  
551 who is alleged to have committed (1) a violation under the provisions of  
552 section 1-9, 1-10, 1-11, 2-71h, 3-6a, as amended by this act, 4b-13, 7-13, 7-  
553 14, 7-35 or 7-41, subsection (c) of section 7-66, section 7-83, 7-147h, 7-148,  
554 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-185, 10-193, 10-  
555 197, 10-198, 10-230, 10-251, 10-254, 10a-35, 12-52, 12-54, 12-129b or 12-  
556 170aa, subdivision (3) of subsection (e) of section 12-286, section 12-286a,  
557 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision  
558 (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-476c,  
559 12-487, 13a-26b, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b,  
560 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-253, 13a-263 or 13b-39f,  
561 subsection (f) of section 13b-42, section 13b-90 or 13b-100, subsection (a)  
562 of section 13b-108, section 13b-221 or 13b-292, subsection (a) or (b) of  
563 section 13b-324, section 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or  
564 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414 or  
565 14-4, subdivision (2) of subsection (a) of section 14-12, subsection (d) of  
566 section 14-12, subsection (f) of section 14-12a, subsection (a) of section

567 14-15a, section 14-16c, 14-20a or 14-27a, subsection (f) of section 14-34a,  
568 subsection (d) of section 14-35, section 14-43, 14-44j, 14-49, 14-50a, 14-58  
569 or 14-62a, subsection (b) of section 14-66, section 14-66a or 14-67a,  
570 subsection (g) of section 14-80, subsection (f) or (i) of section 14-80h,  
571 section 14-97a or 14-98, subsection (a), (b) or (d) of section 14-100a,  
572 section 14-100b, 14-103a, 14-106a, 14-106c, 14-145a, 14-146, 14-152, 14-  
573 153, 14-161 or 14-163b, subsection (f) of section 14-164i, section 14-213b  
574 or 14-219, subdivision (1) of section 14-223a, subsection (d) of section 14-  
575 224, section 14-240 or 14-250, subdivision (2) of subsection (e) of section  
576 14-251, section 14-253a, 14-261a, 14-262, 14-264, 14-266, 14-267a, 14-269,  
577 14-270, 14-272b, 14-274, 14-275 or 14-275a, subsection (c) of section 14-  
578 275c, section 14-276, subsection (a) or (b) of section 14-277, section 14-  
579 278, 14-279 or 14-280, subsection (b), (e) or (h) of section 14-283, section  
580 14-283d, 14-283e, 14-283f, 14-283g, 14-289l, 14-291, 14-293b, 14-296aa, 14-  
581 298a, 14-300, 14-300d, 14-300f, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-  
582 330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, section 15-  
583 15e, 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of  
584 section 15-115, section 16-15, 16-16, 16-44, 16-256e, 16-278 or 16a-15,  
585 subsection (a) of section 16a-21, section 16a-22, subsection (a) or (b) of  
586 section 16a-22h, section 16a-106, 17a-24, 17a-145, 17a-149 or 17a-152,  
587 subsection (b) of section 17a-227, section 17a-465, subsection (c) of  
588 section 17a-488, section 17b-124, 17b-131, 17b-137, 19a-33, 19a-39 or 19a-  
589 87, subsection (b) of section 19a-87a, section 19a-91, 19a-102a, 19a-102b,  
590 19a-105, 19a-107, 19a-113, 19a-215, 19a-216a, 19a-219, 19a-222, 19a-224,  
591 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338,  
592 19a-339, 19a-340, 19a-425, 19a-442, 19a-502, 19a-565, 20-7a, 20-14, 20-  
593 153a, 20-158, 20-231, 20-233, 20-249, 20-257, 20-265, 20-324e, 20-329c or  
594 20-329g, subsection (b) of section 20-334, section 20-341l, 20-366, 20-482,  
595 20-597, 20-608, 20-610, 20-623, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48 or  
596 21-63, subsection (d) of section 21-71, section 21-76a or 21-100,  
597 subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section  
598 21a-20 or 21a-21, subdivision (1) of subsection (b) of section 21a-25,  
599 section 21a-26, subsection (a) of section 21a-37, section 21a-46, 21a-61,  
600 21a-63, 21a-70b or 21a-77, subsection (b) or (c) of section 21a-79, section  
601 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159,

602 section 21a-278b, subsection (c), (d) or (e) of section 21a-279a, section  
603 21a-415a, 21a-421eee, 21a-421fff or 21a-421hhh, subsection (a) of section  
604 21a-430, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-30, 22-34,  
605 22-35, 22-36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61l,  
606 subdivision (1) of subsection (n) of section 22-61l, subsection (f) of  
607 section 22-61m, subdivision (1) of subsection (f) of section 22-61m,  
608 section 22-84, 22-89, 22-90, 22-96, 22-98, 22-99, 22-100 or 22-111o,  
609 subsection (d) of section 22-118l, section 22-167, subsection (c) of section  
610 22-277, section 22-278, 22-279, 22-280a, 22-318a, 22-320h, 22-324a or 22-  
611 326, subsection (b), subdivision (1) or (2) of subsection (e) or subsection  
612 (g) of section 22-344, subsection (a) or (b) of section 22-344b, subsection  
613 (d) of section 22-344d, section 22-344f, 22-350a, 22-354, 22-359, 22-366,  
614 22-391, 22-413, 22-414, 22-415, 22-415c, 22a-66a or 22a-246, subsection (a)  
615 of section 22a-250, section 22a-256g, subsection (e) of section 22a-256h,  
616 section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e,  
617 section 22a-449, 22a-450, 22a-461, 23-4b, 23-38, 23-45, 23-46 or 23-61b,  
618 subsection (a) or subdivision (1) of subsection (c) of section 23-65, section  
619 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-  
620 18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-43, 26-49, 26-54, 26-55, 26-  
621 56, 26-58 or 26-59, subdivision (1) of subsection (d) of section 26-61,  
622 section 26-64, subdivision (1) of section 26-76, section 26-79, 26-87, 26-89,  
623 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-114a, 26-117,  
624 subsection (b) of section 26-127, 26-128, 26-128a, 26-131, 26-132, 26-138,  
625 26-139 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215,  
626 26-217 or 26-224a, subdivision (1) of section 26-226, section 26-227, 26-  
627 230, 26-231, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-280, 26-284, 26-  
628 285, 26-286, 26-287, 26-288, 26-290, 26-291a, 26-292, 26-294, 27-107, 28-13,  
629 29-6a, 29-16, 29-17, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d),  
630 (e), (g) or (h) of section 29-161q, section 29-161y or 29-161z, subdivision  
631 (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of  
632 section 29-291c, section 29-316 or 29-318, subsection (b) of section 29-  
633 335a, section 29-381, 30-19f, 30-48a or 30-86a, subsection (b) of section  
634 30-89, subsection (c) or (d) of section 30-117, section 31-3, 31-10, 31-11,  
635 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36,  
636 31-47 or 31-48, subsection (b) of section 31-48b, section 31-51, 31-51g, 31-

637 52, 31-52a, 31-53 or 31-54, subsection (a) or (c) of section 31-69, section  
638 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of  
639 section 31-273, section 31-288, 31-348, 33-624, 33-1017, 34-13d or 34-412,  
640 subdivision (1) of section 35-20, subsection (a) of section 36a-57,  
641 subsection (b) of section 36a-665, section 36a-699, 36a-739, 36a-787, 38a-  
642 2 or 38a-140, subsection (a) or (b) of section 38a-278, section 38a-479qq,  
643 38a-479rr, 38a-506, 38a-548, 38a-626, 38a-680, 38a-713, 38a-733, 38a-764,  
644 38a-786, 38a-828, 38a-829, 38a-885, 42-133hh, 42-470 or 42-480,  
645 subsection (a) or (c) of section 43-16q, section 45a-283, 45a-450, 45a-634  
646 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46a-  
647 81b, 46b-22, 46b-24, 46b-34, 46b-38d, 47-34a, 47-47 or 47-53, subsection  
648 (i) of section 47a-21, subdivision (1) of subsection (k) of section 47a-21,  
649 section 49-2a, 49-8a, 49-16, 52-143 or 52-289, subsection (j) of section 52-  
650 362, section 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-  
651 290a, 53-302a, 53-303e, 53-311a, 53-314, 53-321, 53-322, 53-323 or 53-331,  
652 subsection (b) of section 53-343a, section 53-344, subsection (b) or (c) of  
653 section 53-344b, subsection (b) of section 53-345a, section 53-377, 53-422  
654 or 53-450, [or] subsection (i) of section 54-36a or section 6 or 15 of this  
655 act, or (2) a violation under the provisions of chapter 268, or (3) a  
656 violation of any regulation adopted in accordance with the provisions  
657 of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance,  
658 regulation or bylaw of any town, city or borough, except violations of  
659 building codes, the health code or an ordinance described in subdivision  
660 (5) of this subsection, for which the penalty exceeds ninety dollars but  
661 does not exceed two hundred fifty dollars, unless such town, city or  
662 borough has established a payment and hearing procedure for such  
663 violation pursuant to section 7-152c, as amended by this act, or (5) a  
664 violation of any ordinance adopted by a town, city or borough pursuant  
665 to section 14-224a, 14-390 or 14-390m for which the penalty does not  
666 exceed two thousand dollars, unless such town, city or borough has  
667 established a payment and hearing procedure for such violation  
668 pursuant to section 7-152c, as amended by this act, shall follow the  
669 procedures set forth in this section.

670 Sec. 14. (NEW) (*Effective October 1, 2026*) (a) As used in this section  
671 and sections 15 to 18, inclusive, of this act:

672 (1) "Automated traffic enforcement safety device" means a device  
673 designed to detect and collect evidence of alleged violations of section  
674 15 of this act by recording images that capture the number plate, date,  
675 time and location of a motor vehicle that exceeds the posted speed limit  
676 by fifteen or more miles per hour;

677 (2) "Automated traffic enforcement safety device operator" means a  
678 person who is trained and certified to operate an automated traffic  
679 enforcement safety device;

680 (3) "Vendor" means a person selected by the Department of  
681 Transportation (A) to provide services to the department described in  
682 sections 15 to 18, inclusive, of this act; (B) who operates, maintains,  
683 leases or licenses an automated traffic enforcement safety device; or (C)  
684 who is authorized to review and assemble the recorded images captured  
685 by the automated traffic enforcement safety device;

686 (4) "Automated traffic enforcement safety device operator" means a  
687 person who is trained and certified to operate an automated traffic  
688 enforcement safety device;

689 (5) "Personally identifiable information" means information created  
690 or maintained by the Department of Transportation or a vendor that  
691 identifies or describes an owner and includes, but is not limited to, the  
692 owner's address, telephone number, number plate, photograph, bank  
693 account information, credit card number, debit card number or the date,  
694 time, location or direction of travel on a highway; and

695 (6) "Driver", "limited access highway", "number plate" and "owner"  
696 have the same meanings as provided in section 14-1 of the general  
697 statutes.

698 (b) The Department of Transportation may establish a pilot program  
699 to operate automated traffic enforcement safety devices on limited  
700 access highways, provided the department chooses the location of such  
701 devices in consultation with the Department of Emergency Services and  
702 Public Protection and based on the history of excessive speeding and the

703 history of traffic crashes that resulted in a fatality or serious injury of a  
704 person at each such location. The pilot program shall commence on or  
705 before January 1, 2027, and terminate on December 31, 2028.

706 (c) The Department of Transportation may (1) enter into agreements  
707 with vendors for the design, operation or maintenance, or any  
708 combination thereof, of automated traffic enforcement safety devices,  
709 and (2) retain and employ consultants and assistants on a contract or  
710 other basis for rendering legal, financial, professional, technical or other  
711 assistance and advice necessary for the design, operation and  
712 maintenance of automated traffic enforcement safety devices. If a  
713 vendor provides, deploys or operates an automated traffic enforcement  
714 safety device, the vendor's fee may not be contingent on the number of  
715 violations issued or fines paid pursuant to the provisions of section 15  
716 of this act.

717 (d) Prior to the operation of an automated traffic enforcement safety  
718 device at a specific location on a limited access highway, the department  
719 shall (1) install at least two conspicuous signs at a reasonable distance  
720 in advance of such location, in accordance with the manual of uniform  
721 traffic control devices as approved and revised by the Office of the State  
722 Traffic Administration, notifying drivers of the location of such device,  
723 (2) provide notification of such location to persons, firms or corporations  
724 that operate a mobile application that is used for navigation purposes to  
725 provide real-time information on motor vehicle traffic, and (3) publish  
726 information identifying such location on the department's Internet web  
727 site.

728 (e) An automated traffic enforcement safety device shall be (1)  
729 operated by an automated traffic enforcement safety device operator,  
730 and (2) used in a manner to only record images of motor vehicles that  
731 are in violation of the provisions of section 15 of this act. Any recorded  
732 images collected by an automated traffic enforcement safety device shall  
733 not be used for any surveillance purposes.

734 (f) The Commissioner of Transportation may adopt regulations, in  
735 accordance with the provisions of chapter 54 of the general statutes, to

736 implement the provisions of this section and sections 15 to 18, inclusive,  
737 of this act, and procedures for automated traffic enforcement safety  
738 devices.

739 Sec. 15. (NEW) (*Effective January 1, 2027*) (a) No person operating a  
740 motor vehicle shall exceed the posted speed limit by fifteen or more  
741 miles per hour, as detected by an automated traffic enforcement safety  
742 device, on a limited access highway where an automated traffic  
743 enforcement safety device is operational.

744 (b) The owner of a motor vehicle identified by an automated traffic  
745 enforcement safety device as violating the provisions of subsection (a)  
746 of this section shall, (1) for a first violation, be fined seventy-five dollars,  
747 and (2) for a second or subsequent violation that occurs within one year  
748 of the date of such owner's most recent violation, be fined not more than  
749 two hundred dollars. Any subsequent violation occurring more than  
750 one year after such owner's most recent violation shall be considered a  
751 first violation.

752 (c) The owner shall be liable for any fine imposed pursuant to  
753 subsection (b) of this section unless the driver of the motor vehicle  
754 received a citation from a law enforcement officer at the time of the  
755 violation. In the case of a motor vehicle that is leased for more than thirty  
756 days and identified by an automated traffic enforcement safety device  
757 as violating the provisions of subsection (a) of this section, the lessee  
758 shall be considered the owner of such motor vehicle for the purposes of  
759 this section and sections 16 to 18, inclusive, of this act.

760 (d) All amounts received from fines imposed pursuant to subsection  
761 (b) of this section shall be deposited into the Special Transportation  
762 Fund, established pursuant to section 13b-68 of the general statutes and  
763 maintained pursuant to article thirty-second of the amendments to the  
764 Constitution of the state.

765 Sec. 16. (NEW) (*Effective January 1, 2027*) (a) (1) Whenever an  
766 automated traffic enforcement safety device detects and produces  
767 recorded images of a motor vehicle allegedly committing a violation of

768 section 15 of this act, a sworn member or authorized member of the  
769 Division of State Police within the Department of Emergency Services  
770 and Public Protection shall review the recorded images provided by  
771 such system. If, after such review, such member determines that there  
772 are reasonable grounds to believe that a violation has occurred, such  
773 member may issue a notice of violation for the alleged violation. Such  
774 notice of violation shall be sworn or affirmed by such member and shall  
775 be prima facie evidence of the facts contained in the notice. Such notice  
776 of violation shall include written verification that the automated traffic  
777 enforcement safety device was operating correctly at the time of the  
778 alleged violation and specify the date of the most recent inspection that  
779 confirms the automated traffic enforcement safety device to be  
780 operating properly.

781 (2) An automated traffic enforcement safety device operator shall  
782 complete training offered by the manufacturer of such device, or the  
783 manufacturer's representative, including training on procedures related  
784 to setting up, testing and operating such device. Upon completion of the  
785 training, the manufacturer or manufacturer's representative shall issue  
786 a signed certificate to the automated traffic enforcement safety device  
787 operator. Such signed certificate shall be admitted as evidence in any  
788 court proceeding for an alleged violation of section 15 of this act.

789 (3) An automated traffic enforcement safety device operator shall  
790 complete and sign a daily log for an automated traffic enforcement  
791 safety device. Such daily log shall (A) state the date, time and location  
792 of such device's set-up, (B) state that the automated traffic enforcement  
793 safety device operator successfully performed, and the automated  
794 traffic enforcement safety device passed, the testing specified by the  
795 manufacturer of the automated traffic enforcement safety device, (C) be  
796 kept on file at the principal office of the operator, and (D) be admitted  
797 in any court proceeding for an alleged violation of section 15 of this act.

798 (b) An automated traffic enforcement safety device shall undergo an  
799 annual calibration check performed at a calibration laboratory. The  
800 calibration laboratory shall issue a signed certificate of calibration after

801 the annual calibration check. Such signed certificate of calibration shall  
802 be kept on file and admitted as evidence in any court proceeding for an  
803 alleged violation of section 15 of this act.

804 (c) The notice of violation for the alleged violation of section 15 of this  
805 act shall include, but need not be limited to, (1) a copy of the recorded  
806 image showing the vehicle with its number plate visible, (2) the  
807 registration number and state of issuance of the vehicle registration, (3)  
808 verification that the automated traffic enforcement safety device was  
809 operating correctly at the time of the alleged violation and the date of  
810 the most recent calibration check, and (4) the date, time and location of  
811 the alleged violation.

812 (d) In the case of an alleged violation of section 15 of this act involving  
813 a motor vehicle registered in the state, the notice of violation shall be  
814 mailed not later than thirty days after the commission of the alleged  
815 violation or after the identity of the owner is ascertained, whichever is  
816 later, to the address of the owner that is in the records of the Department  
817 of Motor Vehicles.

818 (e) In the case of an alleged violation of section 15 of this act involving  
819 a motor vehicle registered in another jurisdiction, the notice of the  
820 violation shall be mailed not later than thirty days after the identity of  
821 the owner is ascertained to the address of the owner that is in the records  
822 of the official in the other jurisdiction issuing such registration.

823 (f) A notice of violation shall be invalid unless mailed to an owner not  
824 later than ninety days after the alleged violation of section 15 of this act.

825 (g) The notice of violation shall be sent by first class mail. A manual  
826 or automatic record of mailing prepared by the automated traffic  
827 enforcement safety device operator in the ordinary course of business  
828 shall be prima facie evidence of mailing and shall be admissible in any  
829 court proceeding as to the facts contained in the notice.

830 (h) A violation of section 15 of this act shall not (1) be included in any  
831 driver control record maintained pursuant to section 14-1111 of the

832 general statutes, (2) be subject to merit rating for insurance purposes, or  
833 (3) authorize the imposition of surcharge points in the provision of  
834 motor vehicle insurance coverage.

835 (i) The following defenses shall be available to the owner of a motor  
836 vehicle identified by an automated traffic enforcement safety device as  
837 allegedly violating section 15 of this act: (1) The violation took place  
838 during a period of time in which the motor vehicle had been reported  
839 as being stolen to a law enforcement unit, as defined in section 7-294a of  
840 the general statutes, and had not been recovered prior to the time of the  
841 violation, and (2) the automated traffic enforcement safety device used  
842 to determine speed was not in compliance with the provisions of this  
843 section relating to tests for accuracy, certification or calibration.

844 (j) An owner who receives a notice of violation pursuant to the  
845 provisions of this section shall follow the procedures set forth in section  
846 51-164n of the general statutes, as amended by this act.

847 Sec. 17. (NEW) (*Effective January 1, 2027*) (a) The Department of Motor  
848 Vehicles shall provide the Department of Transportation and any  
849 vendor with information regarding the owner of a motor vehicle  
850 identified by an automated traffic enforcement safety device as  
851 allegedly violating the provisions of section 15 of this act. Such  
852 information shall include, but need not be limited to, the make and  
853 number plate of such motor vehicle and the name and address of the  
854 owner of such motor vehicle.

855 (b) If an owner fails to (1) pay the fine imposed for a violation or  
856 conviction of section 15 of this act, (2) submit a plea of not guilty by the  
857 answer date, or (3) appear for any scheduled court appearance at the  
858 time and place assigned, the Commissioner of Motor Vehicles may  
859 refuse to register or suspend the registration of the motor vehicle  
860 operated at the time of such violation.

861 Sec. 18. (NEW) (*Effective January 1, 2027*) (a) No personally identifiable  
862 information shall be sold or disclosed by the department or a vendor to  
863 any person or entity except where the disclosure is made (1) in

864 connection with the charging, collection and enforcement of the fines  
865 imposed pursuant to section 15 of this act, (2) pursuant to a judicial  
866 order, including a search warrant or subpoena, in a criminal proceeding,  
867 or (3) to comply with federal or state laws or regulations.

868 (b) No personally identifiable information shall be stored or retained  
869 by the department or a vendor unless such information is necessary for  
870 the collection and enforcement of the fines imposed pursuant to section  
871 15 of this act.

872 (c) The department or a vendor may disclose aggregate information  
873 and other data gathered from automated traffic enforcement safety  
874 devices that does not directly or indirectly identify an owner or a motor  
875 vehicle for research purposes authorized by the Commissioner of  
876 Transportation.

877 (d) Except as otherwise provided by law or in connection with an  
878 administrative summons or judicial order, including a search warrant  
879 or subpoena, in a criminal proceeding, the department or a vendor shall  
880 destroy personally identifiable information and other data that  
881 specifically identifies a motor vehicle and relates to a violation of section  
882 15 of this act not later than one year after any fine is imposed or the  
883 resolution of a trial conducted for the alleged commission of such  
884 violation.

885 (e) Personally identifiable information shall not be deemed a public  
886 record for purposes of the Freedom of Information Act, as defined in  
887 section 1-200 of the general statutes.

888 Sec. 19. (*Effective January 1, 2027*) Not later than February 1, 2029, the  
889 Commissioner of Transportation shall assess the efficacy of the pilot  
890 program established pursuant to section 14 of this act and submit a  
891 report, in accordance with the provisions of section 11-4a of the general  
892 statutes, to the joint standing committee of the General Assembly  
893 having cognizance of matters relating to transportation.

894 Sec. 20. (*Effective from passage*) A portion of Connecticut Route 163

895 between the intersection of Connecticut Route 32 traveling in a  
 896 northwesterly direction to the intersection of Connecticut Route 82 in  
 897 the town of Montville shall be designated as the "Kevin Ryan Memorial  
 898 Highway".

899 Sec. 21. Section 38 of public act 25-65 is repealed. (*Effective from*  
 900 *passage*)

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

**Statement of Legislative Commissioners:**

In Section 16(a)(1), references to "or employee" were deleted for internal consistency.

**TRA**      *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

**OFA Fiscal Note**

**State Impact:**

Agency Affected	Fund-Effect	FY 27 \$	FY 28 \$	Out Years
Department of Transportation	TF - See Below	See Below	See Below	See Below
Department of Emergency Services and Public Protection	GF - Potential Cost	None	None	See Below
State Resources	GF&TF - Potential Revenue Gain/ Cost	See Below	See Below	See Below

Note: TF=Transportation Fund; GF=General Fund; GF&TF=General Fund & Transportation Fund

**Municipal Impact:**

Municipalities	Effect	FY 27 \$	FY 28 \$	Out Years
Various Municipalities	Potential Revenue Gain/ Cost	None	None	See Below

**Explanation**

The bill makes various changes to transportation-related laws and results in the fiscal impacts described below. Fiscal impacts for the flex lanes and highway speed camera sections are discussed first, followed by impacts for other provisions.

**Flex Lanes**

**Sections 5 – 11** authorize the Department of Transportation (DOT) to designate flex lanes and allow for related enforcement measures, resulting in both a potential cost and potential revenue gain to the state

and municipalities, predominately in the out years. The authority for flex lanes and related enforcement programs is permissive and because the bill provides no funding for these provisions, it is expected that the state and municipalities will only implement these programs to the extent funding is available.

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

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

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

For municipal level violations, the bill allows for a fine of up to \$75 for a first offense and up to \$200 for subsequent offenses, resulting in potential revenue gain to participating municipalities from fines and

potential costs to municipal police departments for reviewing recorded images and issuing citations. Under the bill, municipalities shall deposit any fine revenue into the municipality's general fund or any designated special fund.

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

### **Highway Speed Cameras Pilot Program**

**Sections 14 - 19** result in potential costs to the state and potential revenue to the STF by allowing DOT to establish a speed camera pilot program on highways beginning on or before January 1, 2027, and ending on December 31, 2028. Under the bill, violations for exceeding the posted speed limit by 15 or more miles per hour would be \$75 for a first offense and up to \$200 for any subsequent offenses, with all fine revenue deposited to the STF. If the agency chooses to establish the program, costs are expected to be greater than revenues.

As a point of comparison for potential costs, DOT's two-year Automated Work Zone Speed Control Pilot Program established by PA 21-1, June Special Session, cost approximately \$2.2 million to administer and resulted in approximately \$40,000 in fine revenue. It is expected that costs for the highway speed camera pilot program would at least equal those of the work zone speed camera pilot but would ultimately depend on implementation decisions made by DOT and available resources. Costs are also anticipated for DESPP by requiring that State Troopers review any recorded images and issue notices of violation.

### **Other Provisions**

**Section 1** results in lower DOT capital costs over the next several years by removing a prohibition on purchasing diesel transit buses, which have lower upfront purchase costs compared to battery electric buses. The agency has a fleet of approximately 516 diesel, 77 hybrid diesel, and 61 battery electric buses and plans to continue purchasing a

mix of bus types while building out its charging infrastructure.

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

**Section 12** increases the maximum fine for violating a governor-issued travel restriction order from \$50 to \$250, resulting in a minimal potential revenue gain to the General Fund. Between FY 22 and FY 25, there were a total of 18 offenses recorded and about \$1,000 in fines collected under CGS § 3-6a.

**Section 20** designates the "Kevin Ryan Memorial Highway" resulting in a minimal one-time cost in FY 27 to DOT for signs.

### ***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, implementation decisions made by DOT and municipalities, and the number of violations.

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**OLR Bill Analysis****sHB 5464****AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT OF TRANSPORTATION AND ESTABLISHING A PILOT PROGRAM TO OPERATE AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES ON LIMITED ACCESS HIGHWAYS.**

## TABLE OF CONTENTS:

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

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

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

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

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

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

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

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

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

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

§ 12 — GOVERNOR’S TRAVEL RESTRICTION ORDERS

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

§§ 13-19 — DOT PILOT PROGRAM FOR SPEED CAMERAS ON LIMITED ACCESS HIGHWAYS

Allows DOT to establish a pilot program to operate speed cameras on limited access highways at locations meeting certain requirements; prohibits drivers from exceeding the posted speed limit by 15 or more mph on a limited access highway where a speed camera is operating; sets various requirements and procedures for speed camera operation, violation enforcement, and data collection and retention, which generally align with those applicable to flex lane control systems

§§ 20 & 21 – ROAD AND BRIDGE NAMING

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

**SUMMARY**

This bill makes various changes to transportation-related laws, including on (1) diesel-fueled transit buses, (2) state agency and facility electric vehicle (EV) charging stations, (3) traffic laws applicable to the Port Eastside Infrastructure Improvement District, (4) dynamic part-time lanes (“flex lanes”), (5) governor-issued travel restriction orders, (6) automated traffic enforcement safety devices (speed cameras) on limited access highways, and (7) road and bridge namings. It also makes minor, technical, and conforming changes.

A section-by-section analysis follows.

EFFECTIVE DATE: Various, see below.

**§ 1 — DIESEL-FUELED TRANSIT BUSES**

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

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

EFFECTIVE DATE: July 1, 2026

**§ 2 — STATE AGENCY EV CHARGING STATION PARKING SPOTS**

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

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

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

EFFECTIVE DATE: July 1, 2026

**§ 3 — EV CHARGING STATIONS AT CERTAIN NEW STATE FACILITIES**

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

The bill changes the EV charging station requirement for new state facilities projected to cost more than \$100,000 by requiring, starting on July 1, 2026, these facilities to be constructed so that at least 8% of their

designated car parking spaces are EV capable parking spaces (if the facility will have public parking). “EV capable parking spaces” are those with equipment installed during construction to support future implementation of charging, including the conduits and electrical panel space needed for installing an EV charging station.

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

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

1. current public prevalence of EVs and market conditions for buying them;
2. expected future growth in EV ownership by state employees and the public;
3. current and future use of EV charging spaces at state facilities;
4. similar requirements for new construction in neighboring states and nationally recognized model building codes; and
5. state goals for reducing transportation sector pollution, including reducing greenhouse gas emissions.

EFFECTIVE DATE: July 1, 2026

#### **§ 4 — PORT EASTSIDE INFRASTRUCTURE IMPROVEMENT DISTRICT**

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

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

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

1. requiring major traffic-generating developments to get a certificate of operation from the Office of the State Traffic Administration (OSTA);
2. authorizing OSTA and local traffic authorities to require traffic controls for access to and from specified parking areas or commercial establishments with an entrance or exit on or near a state or local road, as applicable;
3. establishing a 60-day timeframe for the Department of Transportation (DOT) and OSTA to make a final determination on economic development project petitions, applications, or requests;
4. authorizing traffic authorities to make and enforce temporary regulations to cover emergencies and special conditions;
5. allowing anyone aggrieved by a traffic authority's order or regulation under the traffic control and highway safety laws to appeal it;

6. setting penalties for failing to comply with traffic control and safety orders and damaging or removing traffic control devices, signs, or lights;
7. requiring OSTA, if requested, to put up special warning signs near the residences of children who are deaf; and
8. allowing OSTA or a local traffic authority to designate locations on roads within their respective jurisdictions at which signs saying "State Law Requires Use of Signal Lights When Changing Lanes" may be put up.

EFFECTIVE DATE: Upon passage

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

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

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

Relatedly, it sets restrictions on motor vehicle operation in flex lanes and allows (1) DOT to establish a program to operate flex lane control systems (automated enforcement systems) and (2) municipalities meeting certain requirements to participate in this program.

The bill also sets various conditions, requirements, and procedures for operating a flex lane control system, issuing tickets and enforcing violations, and collecting and retaining data. Generally, this framework

is similar to provisions in existing law governing DOT's work zone speed camera program (CGS § 13a-261 et seq.).

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

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

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

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

an official traffic control device or law enforcement officer's direction.

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

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

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

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

1. control systems must be operated by someone trained and certified to do so (a "dynamic part-time lane control system operator");
2. control systems may only record images of motor vehicles allegedly operating in violation of the bill's flex lane restrictions or a related municipal ordinance, and the images may not be used for surveillance;
3. drivers must be given notice through signs and DOT's website;  
and

4. control system operators must meet certain training, record keeping, and system testing requirements.

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

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

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

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

A “vendor” is someone who (1) provides flex lane control system-related services; (2) operates, maintains, leases, or licenses a control system; or (3) reviews and assembles the images the control system records.

**Training and Record Keeping.** The bill requires flex lane control system operators to complete training from the system’s manufacturer,

or the manufacturer's representative, on the procedures for setting up, testing, and operating the system. The training must also cover any devices critical to a system's operation. Upon training completion, the manufacturer or its representative must issue a signed certificate to the operator.

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

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

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

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

When a flex lane control system detects and produces images of a vehicle allegedly violating the bill's flex lane restrictions or a related municipal ordinance, a (1) sworn or authorized member of the State Police or (2) sworn member or employee of the municipality's police department or traffic authority-designated municipal employee, as applicable, must review the images. If, upon review, the member or employee determines there are reasonable grounds to believe a violation occurred, he or she may issue a written violation notice. The notice must be sworn or affirmed by the member or employee and treated as prima facie evidence of the facts in it.

Under the bill, the notice must include the following:

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

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

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

Under the bill, owners who receive violation notices must generally follow CIB procedures for mail-in violations (see *Background – Centralized Infractions Bureau*). However, this does not apply to violation notices issued under a municipal ordinance.

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

Under the bill, owners of motor vehicles that a control system captures violating the flex lane restrictions discussed above are fined (1)

\$75 for a first violation and (2) up to \$200 for a subsequent violation that happens within one year of their most recent violation (subsequent violations that happen after this period are treated as a first violation). The owner is liable for the fine unless the driver received a citation from a law enforcement officer when the violation occurred. For motor vehicles leased for more than 30 days, the lessee is considered the owner.

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

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

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

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

If a vehicle owner fails to (1) pay the fine imposed for a violation (or conviction) of the bill's flex lane restrictions; (2) submit a not guilty plea by the answer date; or (3) appear for a scheduled court appearance, DMV may refuse to register the vehicle or suspend its registration. (This provision does not apply to violations of a municipal ordinance.)

### ***Privacy (§§ 5 & 9)***

The bill prohibits DOT, municipalities, and vendors from selling or

disclosing “personally identifiable information” to any person or entity unless the disclosure is made (1) in connection with charging, collecting, and enforcing fines imposed for violations of the bill’s flex lane restrictions or a related municipal ordinance; (2) pursuant to a judicial order in a criminal proceeding, including a search warrant or subpoena; or (3) to comply with state or federal law or regulation. It also (1) prohibits DOT, municipalities, and vendors from storing or keeping this information unless it is necessary to collect and enforce these fines and (2) exempts this information from disclosure under the Freedom of Information Act.

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

Unless otherwise required by law or related to an administrative summons or judicial order in a criminal proceeding, the bill requires DOT, municipalities, and vendors to destroy personally identifiable information and other data specifically identifying a motor vehicle and relating to an alleged violation within one year after a fine is imposed or a trial is resolved.

But it allows DOT, municipalities, and vendors to disclose, for DOT-authorized research, aggregate information and other data from flex lane control systems that does not directly or indirectly identify an owner or a motor vehicle.

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

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

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

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

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

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

### **Background**

**Centralized Infractions Bureau.** By law, individuals charged with a

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

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

sSB 4 (File 285), § 18, reported favorably by the General Law Committee, prohibits DOT, DMV, and law enforcement agencies, starting October 1, 2026, from entering into or renewing any contract with those who own, operate, or have access to ALPR information (ALPR users) unless the user agrees to certain conditions.

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

## § 12 — GOVERNOR'S TRAVEL RESTRICTION ORDERS

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

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

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

EFFECTIVE DATE: October 1, 2026

### **§§ 13-19 — DOT PILOT PROGRAM FOR SPEED CAMERAS ON LIMITED ACCESS HIGHWAYS**

*Allows DOT to establish a pilot program to operate speed cameras on limited access highways at locations meeting certain requirements; prohibits drivers from exceeding the posted speed limit by 15 or more mph on a limited access highway where a speed camera is operating; sets various requirements and procedures for speed camera operation, violation enforcement, and data collection and retention, which generally align with those applicable to flex lane control systems*

The bill allows DOT to establish a pilot program to operate speed cameras on limited access highways and requires the department to choose speed camera locations (1) in consultation with the Department of Emergency Services and Public Protection and (2) based on the location's history of excessive speeding and traffic crashes resulting in a fatality or serious injury. The program must begin by January 1, 2027, and end on December 31, 2028. The bill allows the DOT commissioner to adopt regulations to implement the pilot program and procedures for the program's speed cameras. It requires the DOT commissioner, by February 1, 2029, to assess the pilot program's efficacy and submit a report to the Transportation Committee.

The bill specifically prohibits drivers from exceeding the posted speed limit by 15 or more mph, as detected by a speed camera, on a limited access highway where a speed camera is operating.

EFFECTIVE DATE: January 1, 2027, except the provisions establishing the pilot program and applying CIB procedures to violations are effective October 1, 2026.

#### ***Speed Camera Operation Requirements and Procedures***

Under the bill, limited access highway speed cameras (which the bill calls "automated traffic enforcement safety devices") are devices

designed to detect and collect evidence of alleged speeding violations of the bill by recording images that capture the license plate, date, time, and location of a motor vehicle exceeding the posted speed limit by 15 or more mph.

The bill generally subjects limited access highway speed cameras operated under DOT's pilot program to the same conditions, requirements, and procedures that are applicable to flex lane control system operation as discussed above (with the exception of flex lane provisions pertaining to municipalities or municipal ordinances). For example, speed cameras (1) must be operated by someone trained and certified to do so (an "automated traffic enforcement safety device operator") and (2) may only record images of motor vehicles speeding in violation of the bill, and the images may not be used for surveillance. Limited access highway speed cameras are also generally subject to the flex lane control system provisions on:

1. DOT's use of vendors, consultants, and assistants, including the restriction that a vendor's fees not be contingent on the number of violations issued or fines paid;
2. training and record keeping requirements for operators, such as those related to operator training certificates, daily logs, and certificates of calibration (except that a speed camera operator's manufacturer training does not need to include training on devices critical to operating a system);
3. the required procedure for ticket issuance and processing;
4. enforcement and penalties, including that fines are set at \$75 for a first violation and up to \$200 for a subsequent violation that happens within one year of the most recent violation; and
5. privacy, including the prohibition on DOT and vendors selling or disclosing personally identifiable information, with certain exceptions.

The bill also sets notice requirements for limited access highway

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speed cameras, as described below.

**Notice Requirements.** Before operating a speed camera at a specific location on a limited access highway, the bill requires DOT to (1) install at least two conspicuous road signs at a reasonable distance before the location notifying drivers of the speed camera, (2) give notification of the location to people, firms, or corporations that operate a navigation mobile application providing real-time information on motor vehicle traffic, and (3) identify the location on the department’s website. The signs ahead of the speed camera location must be placed according to the OSTA-approved MUTCD.

**Background — Related Bills**

See *Background – Related Bills* for §§ 5-11 & 13 above.

**§§ 20 & 21 – ROAD AND BRIDGE NAMING**

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

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

It also repeals a duplicative bridge naming in Newington.

EFFECTIVE DATE: Upon passage

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 35 Nay 0 (03/16/2026)