
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.

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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

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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 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)