



Acts Affecting Transportation

By: Heather Poole, Associate Analyst
August 10, 2021 | 2021-R-0119

Notice to Readers

This report provides summaries of new laws (public acts and special acts) significantly affecting transportation enacted during the 2021 regular session and June 2021 special session (JSS).

OLR's other Acts Affecting reports are, or will soon be, available on OLR's website:

<https://www.cga.ct.gov/olr/actsaffecting.asp>.

Each summary indicates the public act (PA) or special act (SA) number. Not all provisions of the acts are included. The report does not include vetoed acts unless the veto was overridden.

Complete summaries of public acts are, or will soon be, available on OLR's website:

<https://www.cga.ct.gov/olr/olrsums.asp>.

Readers are encouraged to obtain the full text of acts that interest them from the Connecticut State Library, House Clerk's Office, or General Assembly's website: <http://www.cga.ct.gov>.

Table of Contents

Airports and Aviation.....	6
Meteorological Evaluation Tower Marking.....	6
PFAS in Firefighting Foam	6
Boating, Ports, and Harbors	6
Boat Registrations and Decals.....	6
Connecticut Pilot Commission	6
Connecticut Port Authority Oversight.....	7
Dredging	7
Harbor Masters	7
Impaired Boating Laws	7
Payments in Lieu of Taxes (PILOTs) for Port Authority Property	8
Bus and Rail	8
Bus Right-of-Way	8
CTpass Program	8
Distribution of Surplus Rail Material.....	8
Eastern Connecticut Transportation Study	9
Metro North Branch Line Reports.....	9
Smoking and Vaping at Rail Platforms and Bus Shelters	9
Department of Transportation Operation.....	9
Consultants	9
State Properties Review Board Threshold.....	10
Driver’s Licenses, Registrations, and Certificates of Title.....	10
Criminal History Information and Driving Records.....	10
DMV Contractors	10
Drive Only License Changes	10
Fee Waiver for Veterans	10
Greenways Plate Fee Revenue	11
ID Card Revocation	11
Insurance Company Possession of Vehicles.....	11
Issuing Credentials Without Applicant’s Personal Appearance	11
License Plates for Veterans and Armed Forces Members With Wartime Service.....	11
License Suspension for Illegal Cannabis Possession.....	12
Lien or Title Service Filing Fee	12
Municipal Fine for Unregistered Vehicles.....	12
New Residents and Driver’s Licenses	12
One-Year Combination Registrations for Seniors	12
Online Driver Education and Training.....	12

Organ and Tissue Donor Information	13
Out-of-State Motor Vehicle Registrations	13
Replacement Veterans' Plates.....	13
“Save Our Lakes” Plates.....	13
Service Fees for DMV Credit Card Payments	14
Vision Testing for Driver’s License and Permit Applicants	14
For-Hire Transportation.....	14
Household Goods Carrier Certificates	14
Paratransit Drivers as Mandated Reporters	14
Stagnant Livery Permits.....	15
Taxi Certificate Hearings.....	15
Highways and Parkways	15
Nonprofit Vehicles on Parkways Pilot Program	15
Overweight Vehicles on Bridges.....	15
Service Signs on Limited Access Highways.....	15
Motor Vehicle Dealers and Repairers.....	16
Dealer and Repairer Licenses.....	16
Fire Apparatus Sale and Repair Study.....	16
New Motor Vehicle Lemon Law.....	16
Registrations by Dealers.....	16
School Buses.....	17
Extended Stop Arms	17
School Bus Passing Violations	17
Traffic Safety	17
Back Seat Passenger Seat Belts.....	17
Certificates of Operation for Major Traffic Generators	17
Distracted Driving Fines	18
Dooring	18
Driving Under the Influence (DUI)	18
Ice Cream Trucks	19
Inoperative Traffic Signals.....	19
Municipal Surcharge.....	19
Service Vehicles	19
Speed Limits on Local Roads and Pedestrian Safety Zones	20
Street Racing.....	20
Vision Zero Council	20
Work Zone Speed Camera Pilot Program.....	20
Yielding to Pedestrians at Crosswalks.....	20
Transportation Funding and Finance	21

Highway Use Tax	21
Office of Innovation Finance and Project Delivery.....	21
Public-Private Partnerships (P3s)	21
Trucking.....	21
Commercial Driver’s License (CDL) Changes.....	21
State and Municipal Contract Eligibility.....	22
Miscellaneous	22
Accessible Parking Placards	22
ATV Seizure by Ordinance.....	22
Catalytic Converter Sales.....	23
Commercial Passenger Vehicle Insurance.....	23
DEEP Emergency Vehicles.....	23
DMV Wait Time Report.....	23
Emission Testing Deadlines	23
License Deposits for DMV-Regulated Businesses.....	24
Peer-to-Peer (P2P) Car Sharing.....	24

Airports and Aviation

Meteorological Evaluation Tower Marking

A new law establishes marking requirements for meteorological evaluation towers (METs) that are 50 to 200 feet above ground level and used to evaluate a site's suitability for wind turbines. METs are not subject to Federal Aviation Administration (FAA) reporting or marking requirements because they fall below the height threshold, but they present visibility issues for low-flying aircraft (e.g., agricultural operations).

The act's marking requirements correspond to FAA guidance on the voluntary marking of METs, and penalties for violations range from between \$500 to \$10,000, depending on whether the violation results in injury or death ([PA 21-175](#), § 56, effective October 1, 2021).

PFAS in Firefighting Foam

A new law generally prohibits using class B firefighting foam with intentionally added perfluoroalkyl or polyfluoroalkyl substance (PFAS), which is used to extinguish flammable liquid fires. However, the act provides certain exemptions for airport-related entities and any entity federal law requires to use the foam ([PA 21-191](#), § 1, effective upon passage).

Boating, Ports, and Harbors

Boat Registrations and Decals

A new law allows the Department of Motor Vehicles (DMV) commissioner to authorize marine dealers to issue permanent boat registrations and decals, instead of only temporary ones, as under prior law ([PA 21-106](#), § 29, effective upon passage).

Connecticut Pilot Commission

A new law requires the attorney general to defend and provide legal services to the Connecticut Pilot Commission (e.g., represent the commission in suits and civil proceedings in which the state is a party). It also exempts the commission's directors, officers, and employees from personal liability for damage or injury caused in performing their professional duties, provided the damage or injury was not due to wanton, reckless, willful, or malicious actions. By law, the nine-member commission assists and advises the Connecticut Port Authority (CPA) on licensing marine pilots, safely conducting vessels, and protecting the state's ports and waters ([PA 21-179](#), §§ 5 & 6, effective upon passage).

Connecticut Port Authority Oversight

Two new laws made several changes related to CPA oversight, including:

1. increasing the number of CPA board members from 15 to 21 and modifying appointments, including adding officials from the three cities with deep water ports (Bridgeport, New Haven, and New London) and two municipalities with small harbors;
2. requiring CPA to submit a plan for ensuring that the process for selecting and distributing Small Harbor Improvement Projects Program grants is equitable and transparent;
3. requiring CPA to report certain information on its operations, finances, contracts, and projects to the governor and Transportation Committee, and the Department of Administrative Services commissioner and Office of Policy and Management (OPM) secretary to review and comment on the reports; and
4. subjecting CPA to State Contracting Standards Board oversight until July 1, 2026 ([PA 21-179](#), §§ 1-4, and [PA 21-2](#), June Special Session (JSS), § 309, both effective upon passage).

Dredging

A new law requires the Department of Energy and Environmental Protection (DEEP) commissioner, by November 1, 2021, to report to the Environment Committee on the approval process for maintenance marine dredging projects for the last four years. The report must (1) describe each project application and (2) analyze how long it took DEEP to act on each application and specify whether DEEP approved or denied it ([PA 21-88](#), § 5, effective upon passage).

Harbor Masters

A new law gives the governor more discretion in appointing harbor masters in municipalities in which a local harbor management commission has not submitted at least three nominees for the position. By law, harbor masters take care of and supervise the harbors and navigable waterways over which they have jurisdiction and are subject to the DEEP commissioner's direction and control ([PA 21-2](#), JSS, § 195, effective July 1, 2021).

Impaired Boating Laws

Existing law prohibits boating while under the influence of alcohol or drugs or with an elevated blood alcohol content (BAC) and establishes penalties for violations. It also establishes a process for DEEP to impose administrative sanctions on boaters who operate boats with an elevated BAC or who refuse to submit to a test.

The law legalizing recreational cannabis makes several changes to the impaired boating laws that generally mirror changes made to the laws on driving under the influence (see below). Among other

things, the act expands DEEP's administrative sanctions process to allow for sanctions on boaters who (1) are found to be boating under the influence based on evidence of behavioral impairment gathered through a drug influence evaluation or (2) refuse the nontestimonial portion of a drug influence evaluation ([PA 21-1](#), JSS, §§ 122 & 123, effective April 1, 2022).

Payments in Lieu of Taxes (PILOTs) for Port Authority Property

A new law restores a provision that applied prior to FY 19 deeming CPA-owned property and facilities as state-owned real property for purposes of the PILOT program and requiring the state to provide a PILOT to the municipality in which the property and facilities are located ([PA 21-3](#), §§ 7, effective July 1, 2021). Another new law increases the PILOT reimbursement rate for these properties and facilities to 100%, rather than the 45% reimbursement rate that generally applies to state-owned property ([PA 21-2](#), JSS, § 445, effective July 1, 2021).

Bus and Rail

Bus Right-of-Way

A new law requires drivers to yield the right-of-way to a bus traveling in the same direction when the bus signals to reenter the flow of traffic. Under the act, a violation is an infraction ([PA 21-106](#), § 37, effective October 1, 2021).

CTpass Program

A new law requires the Department of Transportation (DOT) commissioner to establish the CTpass program by January 1, 2022. This program will allow certain employees, clients, students, or customers of an eligible organizations providing training programs to use certain public transit services without cost or at reduced cost.

The act allows the commissioner to enter into contracts with organizations that apply to participate and negotiate terms and conditions, which must include (1) the organization's compensation or reimbursement amount; (2) the definition of an approved class specific to the organization; and (3) any limitations on times of use or types of public transit services available to the approved class ([PA 21-2](#), JSS, § 259, effective July 1, 2021).

Distribution of Surplus Rail Material

A new law modifies the process for distributing the state's surplus rail material to freight railroad companies. Among other things, it (1) establishes a more specific process for notifying and selecting freight railroad companies to receive the material, (2) requires that DOT make surplus rail

material available for inspection at a designated location, and (3) requires freight railroad companies to arrange and pay for delivery of material ([PA 21-175](#), § 18, effective October 1, 2021).

Eastern Connecticut Transportation Study

Under a new law, the DOT commissioner must study the feasibility of (1) extending the Shore Line East rail line to Rhode Island, (2) establishing a new passenger rail service from New London to Norwich, (3) establishing new passenger train stations in Groton and Stonington, and (4) extending ground transportation systems in the eastern region of the state and connecting the systems to the rail lines. The commissioner must submit the study to the Transportation Committee by January 1, 2023 ([PA 21-175](#), § 20, effective upon passage).

Metro North Branch Line Reports

By January 1, 2022, a new law requires DOT to report to the Transportation Committee on the status of (1) installing a side rail on the New Canaan branch line and (2) increasing direct service to New York on the Danbury branch line ([PA 21-175](#), § 19, effective upon passage).

Smoking and Vaping at Rail Platforms and Bus Shelters

A new law prohibits smoking and e-cigarette use in any area of a platform or shelter at a rail, busway, or bus station that is owned or leased and operated by the state or any political subdivision. Prior law prohibited smoking (but not e-cigarette use) only in partially enclosed shelters on these rail platforms or in bus shelters ([PA 21-175](#), §§ 12 & 21, effective October 1, 2021).

Department of Transportation Operation

Consultants

Existing law requires consultants who wish to provide services to DOT in any year to prequalify by submitting information, in the preceding calendar year, on their qualifications. A new law moves up the deadline for these prequalification applications from November 15 to October 15. It also reduces the frequency of consultant performance evaluations from once every six months to once a year.

Additionally, the act makes permanent DOT's authority to use consultants for projects using alternative delivery methods (e.g., design build processes), subject to certain conditions in existing law ([PA 21-175](#), §§ 4-6, effective upon passage).

State Properties Review Board Threshold

A new law increases, from \$5,000 to \$10,000, the threshold under which certain DOT property transactions are exempt from State Properties Review Board review and approval ([PA 21-175](#), § 1, effective upon passage).

Driver's Licenses, Registrations, and Certificates of Title

Criminal History Information and Driving Records

A new law establishes a process to erase records of certain criminal convictions after a specified period following the person's most recent conviction. But the act specifies that it does not require DMV to erase criminal history record information from operators' driving records. It requires DMV, when applicable, to make this information available through the Commercial Driver's License Information System ([PA 21-32](#), § 3, as amended by [PA 21-33](#), § 10, effective January 1, 2023).

DMV Contractors

By law, the DMV commissioner may contract with other entities, including automobile clubs and municipalities, to conduct various license and registration transactions. Under prior law, she could authorize a contractor or municipality to conduct these transactions only at their own office or facility. A new law eliminates this restriction ([PA 21-106](#), § 13, effective upon passage).

Drive Only License Changes

A new law specifies that the fee for (1) an original drive only license is \$72 for a six-year period, or a prorated amount for shorter periods and (2) a three-year renewal is \$36 dollars. These fees are proportional to existing driver's license fees. Additionally, the new law allows drive only license applicants to use photocopies and certain noncertified documents as proof of residency, conforming to current DMV practice for other types of licenses ([PA 21-106](#), § 47, effective upon passage).

Fee Waiver for Veterans

A new law authorizes the DMV commissioner to waive driver's license and ID card renewal or duplication fees for certain veterans while attending a one-day Department of Veterans Affairs (DVA)-hosted event that offers services, supplies, or assistance to veterans ([PA 21-106](#), § 50, effective upon passage).

Greenways Plate Fee Revenue

A new law requires that revenue collected from the special fee for greenways license plates be deposited into a dedicated account and used by DEEP for the greenways, bikeways, and recreational trails programs. Under prior law, this revenue was deposited into the General Fund and not reserved for a specific purpose ([PA 21-28](#), § 14, effective October 1, 2021).

ID Card Revocation

A new law requires the DMV commissioner to revoke an ID card if (1) the holder misrepresents his or her age or otherwise deceives to get the ID card or (2) it is used or exhibited by someone other than the holder. It also requires a holder of a revoked ID card to pay a \$175 restoration fee in order to obtain a new one, which is the same amount to restore a suspended or revoked driver's license ([PA 21-106](#), §§ 1 & 2, effective July 1, 2021).

Insurance Company Possession of Vehicles

A new law generally (1) creates a process for insurance companies that take possession of a vehicle as a result of a damage or theft claim settlement to apply to DMV for certain title documents, if they are unable to obtain them from the insured or lienholder and (2) makes changes to powers of attorney used to support an insurance company's application for, or transfer of, title certificates ([PA 21-106](#), § 39, effective October 1, 2021).

Issuing Credentials Without Applicant's Personal Appearance

A new law expands the circumstances under which DMV can renew and duplicate credentials without an applicant's personal appearance. Under the act, the DMV commissioner may renew or duplicate licenses or ID cards without an applicant's personal appearance if, among other things, she (1) has satisfactory evidence of the applicant's identity, (2) is satisfied that the applicant is a legal resident of this state, and (3) has the applicant's digital image on file. Prior law allowed such renewals only in limited circumstances, such as for armed forces members and those temporarily residing out-of-state ([PA 21-106](#), § 10, effective upon passage).

License Plates for Veterans and Armed Forces Members With Wartime Service

A new law requires DMV to issue special license plates indicating service during certain statutorily-defined periods of war at the request of any DVA-verified veteran or armed forces member who received a campaign medal. The plates must be designed in consultation with the Department of Veterans Affairs commissioner and bear the words "(Name of War) Veteran." The DMV

commissioner must charge an additional fee for the plates that covers the plate's entire production costs ([PA 21-106](#), § 49, effective January 1, 2022).

License Suspension for Illegal Cannabis Possession

The new law legalizing recreational cannabis requires the DMV commissioner to impose a 60-day license suspension on anyone under age 21 convicted of possessing any amount of cannabis ([PA 21-1](#), JSS, §§ 18 & 115, various effective dates).

Lien or Title Service Filing Fee

A new law imposes a \$25 fee on applications submitted by a lien or title service that files seven or more registration or title applications per month and fails or refuses to do so electronically when requested by the DMV commissioner ([PA 21-106](#), § 4, effective July 1, 2021).

Municipal Fine for Unregistered Vehicles

A new law allows municipalities to impose, by ordinance, a fine of up to \$250 on owners of motor vehicles that are subject to local property tax in the municipality but are not registered with DMV. Municipalities may only impose this fine on vehicles eligible for registration and required to be registered under the state's motor vehicle laws. Municipalities imposing a fine must (1) adopt a citation hearing procedure through which the fine must be imposed and (2) suspend fines for first-time violators who provide proof that they registered their vehicle with DMV ([PA 21-106](#), § 32, effective July 1, 2021).

New Residents and Driver's Licenses

A new law lengthens, from 30 to 60 days, the time period within which a person with an out-of-state driver's license must obtain a Connecticut license after establishing residency here ([PA 21-106](#), § 9, effective July 1, 2021).

One-Year Combination Registrations for Seniors

Existing law allows registrants age 65 or older to opt to renew their passenger registrations for a one-year period instead of a two- or three-year period. A new law also allows them to opt to renew combination registrations for a one-year period ([PA 21-106](#), § 18, effective October 1, 2021).

Online Driver Education and Training

In response to the COVID-19 pandemic, the legislature modified various laws to allow certain driver's education and training programs to be offered through distance learning. Consequently, the following programs may be provided through distance learning that has interactive components

(e.g., mandatory interaction or testing): (1) driver's education provided by commercial driving schools and secondary schools, (2) operator retraining programs, (3) school bus and student transportation vehicle operator safety training, and (4) school bus driver safety training. If the eight-hour safe driving practices course is provided through distance learning, it must be conducted in real-time by an instructor ([PA 21-106](#), §§ 11, 12, 22, 23, 27, 28 & 51, effective upon passage).

Organ and Tissue Donor Information

By law, the DMV and DAS commissioners must enter into an agreement with at least one organ and tissue procurement organization to provide the organization access to information on driver's license and identity card holders who intend to be donors. A new law requires the departments to also provide the procurement organization with information on individuals holding instruction permits who wish to be donors ([PA 21-106](#), § 45, effective October 1, 2021).

Out-of-State Motor Vehicle Registrations

A new law extends, from 60 to 90 days after establishing residency, the grace period during which a resident may drive a vehicle registered out-of-state without penalty. It also lowered, from \$1,000 to \$250, the penalty for residents who drive such a vehicle after the grace period and requires that the fine be suspended for first-time violators who prove they registered their vehicles ([PA 21-106](#), § 30, effective October 1, 2021).

The act also reconstitutes and modifies the motor vehicle registration task force, which is charged with studying compliance with motor vehicle registration laws and making recommendations to prevent residents from registering motor vehicles out-of-state. Task force members must be appointed by Transportation Committee leadership and must include tax assessors, police chiefs, and police officers ([PA 21-106](#), § 31, effective upon passage).

Replacement Veterans' Plates

By law, the DMV commissioner generally must charge a fee of \$20 to replace vehicle plates. A new law establishes a specific fee of \$15 for replacing veterans' plates that become mutilated or illegible ([PA 21-106](#), § 40, effective July 1, 2021).

"Save Our Lakes" Plates

A new law establishes fees for Save Our Lakes commemorative plates (\$60 or \$80, depending on the type of plate) and allows DMV to keep part of the fees (\$15) to defray plate production and issuance costs. Prior law required DMV to adopt these fees by regulation and did not allow it to keep a portion of the fees to defray costs. The remainder of each plate fee, after DMV's costs, must

be deposited into the Connecticut Lakes, Rivers, and Ponds Preservation account. Additionally, the act extends by 18 months the date by which the DMV commissioner must begin issuing Save Our Lakes plates, from January 1, 2020, to July 1, 2021 ([PA 21-106](#), § 5, effective July 1, 2021).

Service Fees for DMV Credit Card Payments

A new law generally requires state agencies accepting credit, debit, or charge card payments to (1) charge payors a service fee for doing so and (2) disclose the fee to payors before imposing it, in accordance with any disclosure requirements set by the card issuer or processor. In doing so, it (1) requires, rather than allows, DMV to charge this fee, subject to certain parameters, and (2) authorizes it to waive the fee with the OPM secretary's approval ([PA 21-2](#), JSS, § 440, effective July 1, 2022).

Vision Testing for Driver's License and Permit Applicants

Under a new law, driver's license or instruction permit applicants may satisfy vision screening requirements by submitting the results of a vision exam conducted by a licensed medical professional instead of completing a vision screening conducted by DMV ([PA 21-106](#), §§ 9 & 41, effective July 1, 2021).

For-Hire Transportation

Household Goods Carrier Certificates

A new law eliminates requirements that the DOT commissioner, before issuing a household goods carrier certificate, (1) hold a hearing on the application and (2) consider the condition of the involved highways and how the issuance will affect highway condition and public safety ([PA 21-175](#), §§ 9-11 & 58, effective October 1, 2021).

Paratransit Drivers as Mandated Reporters

A new law adds paratransit drivers to the list of mandated reporters who must report to the Department of Social Services when they have reasonable cause to suspect that an elderly person needs protective services or has been abused, neglected, exploited, or abandoned. A paratransit vehicle is a motor bus, taxicab, or other motor vehicle in livery service that is (1) operated under a DOT certificate and (2) on call or on demand or used to transport passengers for hire ([PA 21-122](#), effective July 1, 2021).

Stagnant Livery Permits

A new law establishes a process by which DOT may revoke stagnant livery service permits. In order to do so, DOT must (1) send a revocation notice to the permit holder and either receive it back as undeliverable or not receive a response; (2) conduct a physical inspection of the address on file and determine that no service operates at the address, and (3) confirm that the permit holder has no vehicles registered under the permit ([PA 21-175](#), § 8, effective October 1, 2021).

Taxi Certificate Hearings

A new law eliminates the three-month waiting period before a hearing may be scheduled on a taxi certificate application ([PA 21-175](#), § 7, effective upon passage).

Highways and Parkways

Nonprofit Vehicles on Parkways Pilot Program

A new law requires DOT to establish a pilot program to allow vehicles owned by, or under contract with, a nonprofit organization that transports seniors or individuals with disabilities to use the Merritt and Wilbur Cross parkways, subject to certain requirements. (Existing law generally prohibits commercial vehicles from using these parkways.)

Under the act, the pilot program must begin by January 1, 2022, and end on January 1, 2024. The DOT commissioner must report to the Transportation Committee on the program's implementation and any related legislative recommendations by February 1, 2024 ([PA 21-175](#), § 54, effective October 1, 2021).

Overweight Vehicles on Bridges

A new law explicitly prohibits crossing a bridge with a vehicle that exceeds the posted weight limit and establishes penalties for violations of (1) up to \$1,000 for a first offense and (2) up to \$2,500 for a subsequent offense. The new law also extends these fines to the existing prohibition on driving over, on, through, or under any bridge or structure if the vehicle's height or load exceeds the height of the posted clearance or load shown on a sign. Under prior law, these violations were infractions ([PA 21-175](#), §§ 2 & 3, various effective dates).

Service Signs on Limited Access Highways

A new law combines two limited access highway sign programs into one Specific Service Sign program in conformity with federal regulations. The new program covers food, gas, lodging, camping, and attraction signage. DOT must adopt regulations on sign design and installation, the

application process, and the financial responsibility of applicants ([PA 21-175](#), § 17, effective upon passage).

Motor Vehicle Dealers and Repairers

Dealer and Repairer Licenses

A new law makes several changes related to dealer and repairer licenses, including:

1. authorizing the DMV commissioner, when deciding whether to grant or renew these licenses, to consider civil judgments against applicants that involve odometer fraud or operating a dealer, repairer, or motor vehicle recycler business without a license;
2. requiring license applicants to submit to a national criminal history record check, in addition to the state criminal history record check already required by law; and
3. eliminating a provision prohibiting new car dealers, repairers, and limited repairers from receiving initial or renewal licenses if they owe sales tax ([PA 21-106](#), § 20, effective July 1, 2021).

Fire Apparatus Sale and Repair Study

A new law requires the DMV commissioner to study compliance with the laws regarding the sale and repair of fire apparatus in Connecticut and submit a report with her findings and recommendations to the Transportation Committee by February 1, 2022 ([PA 21-106](#), § 43, effective upon passage).

New Motor Vehicle Lemon Law

A new law makes various changes to the new motor vehicle lemon law. Among other things, the changes (1) require additional manufacturers to stamp their vehicles indicating they are lemon law buybacks, (2) require consumers in arbitration to provide notice about the arbitration before selling their motor vehicle, and (3) fine manufacturers that fail to stamp within the specified time period or fail to perform arbitration awards ([PA 21-37](#), §§ 40-42, effective October 1, 2021).

Registrations by Dealers

A new law permits the DMV commissioner to authorize certain dealers to issue various types of motor vehicle registrations, regardless of whether the dealers sold the vehicles to the registrants. Under prior law, the commissioner could authorize dealers to issue registrations only on the vehicles that the dealers sold. The act allows the DMV commissioner to authorize dealers to charge and retain a service fee for registration services, up to a certain maximum established by the commissioner.

The act also requires the commissioner to allow dealers to electronically register vehicles with a gross vehicle weight rating exceeding 26,000 pounds that are used or operated in intrastate commerce ([PA 21-106](#), § 30, effective October 1, 2021).

School Buses

Extended Stop Arms

A new law allows school buses to be equipped with an extended stop arm. Under the act, an “extended stop arm” is a device attached to a stop semaphore that when activated displays a stop sign and extends between three and six feet from the left side of a school bus ([PA 21-106](#), § 38, effective October 1, 2021).

School Bus Passing Violations

A new law makes changes related to the issuance of tickets for school bus passing violations recorded by stop arm cameras. Specifically, it (1) extends, from 10 to 30 days, the deadline for law enforcement to issue a ticket after a violation is recorded and (2) removes the requirement for a signed affidavit from the person who witnessed the violation live ([PA 21-106](#), § 42, effective October 1, 2021).

Traffic Safety

Back Seat Passenger Seat Belts

A new law generally requires all motor vehicle occupants to wear seat belts while the vehicle is moving. Prior law required only the driver, front seat passenger, and certain back seat passengers (e.g., passengers under age 16) to wear them. Under the new law, the failure to wear a seat belt by any back seat passenger age 16 or older is a secondary offense, meaning that officers cannot stop a vehicle unless another violation has occurred. Violations are infractions ([PA 21-175](#), §§ 15 & 16, effective October 1, 2021).

Certificates of Operation for Major Traffic Generators

A new law requires the Office of the State Traffic Administration (OSTA), when awarding certificates of operation to developments generating large volumes of traffic, to consider their impact on bicycle and pedestrian access and safety ([PA 21-28](#), § 3, effective October 1, 2021).

Distracted Driving Fines

A new law increases the fines for violating the state's distracted driving law from (1) \$150 to \$200 for a first violation, (2) \$300 to \$375 for a second violation, and (3) \$500 to \$625 for a third or subsequent violation ([PA 21-28](#), § 13, effective October 1, 2021).

Dooring

A new law generally prohibits a person from causing physical contact between a vehicle door and moving traffic (including cyclists and pedestrians) by opening the door or leaving it open longer than needed to load or unload passengers. Violations of this provision are infractions ([PA 21-28](#), § 4, effective October 1, 2021).

Driving Under the Influence (DUI)

The new law that legalizes recreational cannabis makes a number of corresponding changes to the DUI laws. Among other things, the act:

1. requires (a) the Police Officer Standards and Training Council and DOT to develop a plan to train enough accredited drug recognition experts (DREs) and (b) certain officers who have not been recertified to be trained in advanced roadside impaired driving enforcement;
2. deems that drivers give their implied consent to submit to the nontestimonial portion of a DRE-conducted drug influence evaluation and establishes procedures and conditions for requesting, administering, and documenting drug influence evaluations;
3. modifies the administrative per se process to allow for license suspensions and other penalties for people who are found to have been drug-impaired based on behavioral evidence;
4. allows a defendant's refusal to submit to the nontestimonial portion of a drug influence evaluation to be used as evidence in DUI prosecutions; and
5. requires the Department of Transportation to make recommendations about improving impaired driving data collection, implementing an electronic warrant pilot program in impaired driving investigations, and the feasibility of an oral fluid testing pilot program.

The act makes it a (1) class C misdemeanor to smoke, otherwise inhale, or ingest cannabis while driving a motor vehicle and (2) class D misdemeanor to do so as a passenger. But it also limits when cannabis odor can justify a search or motor vehicle stop. For example, under the act, the odor of cannabis or burnt cannabis does not in itself justify a motor vehicle stop, but police officers may test for impairment based on this odor if the officer reasonably suspects that the operator or passenger is violating the DUI laws ([PA 21-1](#), JSS, various sections and effective dates).

In a separate act, the legislature also explicitly extended the implied consent and administrative per se laws to drivers of snowmobiles and all-terrain vehicles. The state's criminal DUI laws already apply to these drivers ([PA 21-106](#), § 26, effective July 1, 2021).

Ice Cream Trucks

A new law enhances the safety of children buying from ice cream trucks by, among other things (1) requiring trucks to install, by May 1, 2022, certain safety equipment; (2) establishing operating rules for ice cream trucks that generally limit vending locations and conditions; and (3) requiring drivers approaching ice cream trucks that are stopped to vend to stop and proceed slowly past the truck. Under the act, first-time violations of these requirements are generally infractions. DMV must post information about the requirements on its website, and this information must be included with certain permit applications ([PA 21-20](#), most provisions effective July 1, 2021).

Inoperative Traffic Signals

A new law requires drivers, when approaching intersections with inoperative traffic signals, to stop their vehicles and proceed as though a stop sign were facing in each direction at the intersection (e.g., a four-way stop), unless a police officer directs them otherwise. Under prior law, if a traffic signal was inoperative, the intersection became “uncontrolled” and the standard right-of-way rules applied. Violations of the law are infractions ([PA 21-61](#), effective October 2, 2021).

Municipal Surcharge

A new law increases, from \$20 to \$25, the surcharge paid, in addition to a fine, by people who violate specified motor vehicle laws, regulations, and ordinances (e.g., speeding and reckless driving). By law, the state must remit this fee to the municipality in which a violation occurs ([PA 21-28](#), § 5, effective October 1, 2021).

Service Vehicles

A new law expands the state's vulnerable user law to include people operating certain service vehicles (e.g., garbage and recycling trucks, tank vehicles, and certain delivery trucks). By law, drivers face a penalty of up to \$1,000 if they fail to exercise reasonable care and cause substantial bodily harm to, or the serious physical injury or death of, a “vulnerable user,” provided the vulnerable user exercised reasonable care in using the public way. The act also requires drivers to pass these vehicles and agricultural tractors at a distance of at least three feet ([PA 21-195](#), effective October 1, 2021).

Speed Limits on Local Roads and Pedestrian Safety Zones

A new law allows local traffic authorities (LTAs) to (1) set speed limits on roads under their jurisdictions without OSTA approval and (2) establish pedestrian safety zones on roads in downtown areas and community centers. The act sets conditions for doing so, including that the LTA must (1) receive permission to assume responsibility for local speed limits from the municipality by vote of its legislative body and (2) conduct an engineering study before setting a speed limit ([PA 21-28](#), §§ 6-12, effective October 1, 2021).

Street Racing

A new law modifies the circumstances that constitute illegal street racing. Under prior law, street racing was operating a vehicle on a public road for a wager or race or for the purpose of making a speed record. Under the act, street racing is operating a vehicle on a public road for any race, contest, or demonstration of speed or skill. Existing law prohibits street racing and other specified acts related to street racing (e.g., possessing a vehicle with intent to street race or acting as a timekeeper or spectator of the race) ([PA 21-175](#), § 23, effective October 1, 2021).

Vision Zero Council

A new law establishes a Vision Zero Council and charges it with developing a statewide policy and interagency approach to eliminating all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, drivers, and passengers. The council is composed of the transportation, public health, and emergency services and public protection commissioners and any other commissioner they invite. The council must hold its first meeting by September 1, 2021, and annually report to the Transportation Committee starting by February 1, 2022 ([PA 21-28](#), § 2, effective upon passage).

Work Zone Speed Camera Pilot Program

A new law allows DOT to establish a two-year pilot program, beginning January 1, 2022, to operate speed cameras at up to three highway work zones at any one time. The law establishes conditions and procedures for camera operation, violation enforcement, and data collection and retention. Drivers recorded speeding by 15 mph or more are subject to a warning for a first violation, a \$75 fine for a second violation, and a \$150 fine for subsequent violations ([PA 21-2](#), JSS, §§ 297-305, effective October 1, 2021).

Yielding to Pedestrians at Crosswalks

A new law expands the circumstances under which drivers must yield to pedestrians at uncontrolled crosswalks. Specifically, drivers must do so if a pedestrian (1) is within the crosswalk,

(2) steps to the curb at the crosswalk's entrance and indicates intent to cross the road by raising their hand, or (3) indicates intent to cross by moving into the crosswalk's entrance a body part or extension of one (e.g., a cane). Under prior law, drivers were required to yield only if a pedestrian stepped off the curb or into the crosswalk ([PA 21-28](#), § 1, effective October 1, 2021).

Transportation Funding and Finance

Highway Use Tax

Beginning January 1, 2023, a new law imposes a highway use tax (HUT) on every carrier for the privilege of operating, or causing to be operated, certain heavy, multi-unit motor vehicles on any public road in the state. The HUT is charged at a per-mile rate that increases based on a vehicle's weight, ranging from (1) 2.5 cents for vehicles weighing 26,000-28,000 pounds (lbs.) to (2) 17.5 cents for vehicles weighing more than 80,000 lbs. Revenue from the tax must be deposited into the Special Transportation Fund ([PA 21-177](#), effective upon passage and applicable to calendar months beginning on or after January 1, 2023).

Office of Innovation Finance and Project Delivery

A new law establishes the Office of Innovative Finance and Project Delivery within DOT and charges it with (1) evaluating opportunities to use innovative financing and risk management for transportation projects, (2) focusing on effective and accelerated transportation project delivery, and (3) recommending public-private partnership opportunities to the commissioner ([PA 21-175](#), § 22, effective upon passage).

Public-Private Partnerships (P3s)

A new law reestablishes, through January 1, 2027, the governor's authority to approve up to five P3 projects. (This authority expired on January 1, 2020.) It also modified the P3 law by (1) limiting it to transportation projects only, thus reducing the types of state entities and projects covered by the law; (2) eliminating provisions in prior law restricting P3 projects to revenue-generating facilities and limiting the state's share of project costs; and (3) requiring DOT, for each P3, to make best efforts to use DOT employees to perform development and inspection work ([PA 21-99](#), effective upon passage).

Trucking

Commercial Driver's License (CDL) Changes

A new law makes a number of changes related to CDLs, including:

1. modifying the duration of a CDL learner's permit from 180 days with an option to renew to a single, one-year period;
2. imposing lifetime CDL disqualification on any person who commits certain human trafficking felonies while using a commercial motor vehicle, in conformity with federal regulation;
3. giving the DMV commissioner discretion to waive CDL knowledge tests for veterans and active duty service members who meet conditions set by federal regulation;
4. requiring the DMV commissioner to verify that certain CDL upgrade or endorsement applicants have undergone specific entry level training before administering particular tests;
5. requiring the DMV commissioner, beginning January 6, 2023, to request a CDL applicant's record from the federal Drug and Alcohol Clearinghouse to determine whether he or she is qualified to renew, transfer, or upgrade a CDL, in conformity with federal regulations ([PA 21-106](#), §§ 9 & 14-17 most provisions effective July 1, 2021).

State and Municipal Contract Eligibility

A new law repeals a statute that prohibited certain trucking companies and commercial motor vehicle drivers from being found ineligible for state or municipal contracts based on the results of safety inspections, unless at least 10 safety inspections of the company's or driver's vehicle had been conducted during the 24 months before the contract's starting date ([PA 21-106](#), § 66, effective upon passage).

Miscellaneous

Accessible Parking Placards

A new law allows the parents or guardians of a person of any age who is blind or has a disability to apply for an accessible parking windshield placard on the person's behalf. Under prior law, only parents or guardians of such individuals under age 18 could do so. By law, DMV must issue a placard to each applicant, up to two per person ([PA 21-106](#), § 36, effective October 1, 2021).

ATV Seizure by Ordinance

A new law allows all municipalities that regulate all-terrain vehicle (ATV) use by ordinance to also provide for their seizure and forfeiture by ordinance. Under prior law, only municipalities with populations of 20,000 or more could provide for the seizure of ATVs ([PA 21-175](#), § 57, effective October 1, 2021).

Catalytic Converter Sales

A new law prohibits motor vehicle recyclers from receiving a vehicle's catalytic converter unless the seller provides proof that he or she owns the vehicle or is an authorized agent of the vehicle's owner. The act also requires motor vehicle recyclers to maintain copies of the proof with their records. By law, their records must be available for inspection by the DMV, State Police, and any organized local police department ([PA 21-106](#), § 46, effective October 1, 2021).

Commercial Passenger Vehicle Insurance

A new law makes several modifications to the requirements for insurance policies and indemnity bonds for buses, taxis, livery service vehicles, and student transportation vehicles. Among other things, it (1) requires them to have single limit of liability providing coverage against claims for personal injury or death and property damage for any one accident, (2) increases the minimum insurance coverage amounts for non-livery service vehicles that transport eight or more passengers, and (3) conforms non-livery insurance requirements to federal law ([PA 21-106](#), § 8, effective October 1, 2021).

DEEP Emergency Vehicles

A new law expands the definition of "emergency vehicle" to include any DEEP vehicle operated by an authorized DEEP employee while in the course of his or her employment and while going to a fire or responding to an emergency call, but not returning from a fire or an emergency call. In doing so, it extends to these vehicles the same rights and duties that apply to other emergency vehicles under existing law (e.g., the right to exceed the speed limit) and imposes certain requirements on other drivers in the presence of these vehicles (e.g., the requirement to move over to let the emergency vehicle pass) ([PA 21-106](#), §§ 34 & 35, effective upon passage).

DMV Wait Time Report

Prior law required DMV to submit monthly and annual reports to the Transportation Committee on wait times at department offices. A new law eliminates the monthly reporting requirement and modifies the content that the department must include in its annual report. In doing so, the act aligns the annual report with the department's shift to online services and an appointment system for in-person services ([PA 21-106](#), § 48, effective July 1, 2021).

Emission Testing Deadlines

By law, whenever a vehicle's ownership is transferred, the new owner must present the vehicle for an emissions inspection within 30 days after registering the vehicle. A new law authorizes the DMV

commissioner to extend this deadline if circumstances require DMV or emissions inspection stations to close or limit operations ([PA 21-106](#), § 25, effective July 1, 2021).

License Deposits for DMV-Regulated Businesses

A new law eliminates the option to deposit cash with DMV as a condition of obtaining the following licenses: (1) repairer, (2) limited repairer, (3) new car dealer, (4) used car dealer, (5) leasing or rental, or (6) drivers' school. In doing so, it requires those licensure applicants to submit surety bonds, which is an option under existing law ([PA 21-106](#), §§ 19 & 21, effective October 1, 2021, except the provision affecting drivers' school licenses is effective July 1, 2021).

Peer-to-Peer (P2P) Car Sharing

A new law imposes regulatory requirements on "P2P car sharing," which is when people share their vehicles for compensation through a platform operated by a P2P car sharing company (e.g., Turo and Getaround). The act principally addresses insurance and liability, including requiring P2P car sharing companies to (1) ensure that owners and drivers participating in P2P car sharing have minimum insurance coverage and (2) provide coverage for claims if an owner's or driver's policy has lapsed. It also addresses consumer protection matters, including requiring that vehicle owners address vehicle recalls before sharing their vehicles.

The act also (1) prohibits P2P car sharing from operating at Bradley International Airport unless the company enters into an agreement with the Connecticut Airport Authority and (2) requires the Department of Revenue Services to issue guidance on the sales tax treatment of P2P car sharing ([PA 21-106](#), §§ 52-65, effective January 1, 2022, except that the provision on DRS guidance is effective upon passage).

HP:kl