

OFFICE OF LEGISLATIVE RESEARCH
PUBLIC ACT SUMMARY



PA 21-175—sHB 6484
Transportation Committee

**AN ACT CONCERNING RECOMMENDATIONS BY THE
DEPARTMENT OF TRANSPORTATION**

TABLE OF CONTENTS:

[§ 1 — STATE PROPERTIES REVIEW BOARD THRESHOLD](#)

Increases, from \$5,000 to \$10,000, the threshold under which certain DOT property transactions are exempt from State Properties Review Board approval

[§§ 2 & 3 — OVERWEIGHT VEHICLES ON BRIDGES](#)

Prohibits crossing a bridge with a vehicle that exceeds the posted weight limit; increases the fine for driving under bridges while exceeding the posted clearance and extends the fine to vehicles exceeding the weight limit; and clarifies the applicability of a statute on the liability of overweight trucks for damage to bridges

[§§ 4 & 5 — CHANGES TO CONSULTANT DEADLINES](#)

Moves up the annual deadline for consultant prequalification applications from November 15 to October 15 and reduces the frequency of consultant performance evaluations from once every six months to once a year

[§ 6 — CONSULTANTS FOR PROJECTS USING ALTERNATIVE DELIVERY METHODS](#)

Makes permanent DOT's authority to use consultants for projects using alternative delivery methods, subject to certain existing conditions

[§ 7 — TAXI CERTIFICATE HEARINGS](#)

Eliminates the three-month waiting period for hearings on taxi certificate applications

[§ 8 — STAGNANT LIVERY PERMITS](#)

Establishes a process for revoking stagnant livery service permits

[§§ 9-11 & 58 — HOUSEHOLD GOODS CARRIER CERTIFICATES](#)

Eliminates requirements that DOT, before permitting an applicant to operate a moving company, hold a hearing and consider highway condition

[§§ 12 & 21 — SMOKING PROHIBITION AT RAIL PLATFORMS AND BUS SHELTERS](#)

Prohibits smoking in any area of a platform or shelter at bus and rail facilities, not just in those that are partially enclosed

[§ 13 — PORTLAND STREET RAIL CROSSING IN MIDDLETOWN](#)

OLR PUBLIC ACT SUMMARY

Allows all vehicles to use the Portland Street rail crossing in Middletown

§ 14 — AMENDMENTS TO NEGOTIATED CONTRACTS

Specifies that an amendment to a negotiated contract is considered a new and separate contract and is subject to a three-year books and record retention requirement

§§ 15 & 16 — BACK SEAT PASSENGER SEAT BELT USE

Requires, with some exceptions, all motor vehicle occupants to wear seat belts, not just drivers, front seat passengers, and certain back seat passengers

§ 17 — SERVICE SIGNS ON LIMITED ACCESS HIGHWAYS

Combines two limited access highway sign programs into one Specific Service Sign program, in conformance with federal regulations, and requires DOT to adopt implementing regulations

§ 18 — DISTRIBUTION OF SURPLUS RAIL MATERIAL

Modifies the process for distributing surplus rail material to freight railroad companies

§ 19 — METRO NORTH BRANCH LINE REPORTS

Requires DOT to report on the status of installing side rail on the New Canaan line and increasing direct service to New York on the Danbury line

§ 20 — EASTERN CONNECTICUT TRANSPORTATION STUDY

Requires the DOT commissioner to conduct a feasibility study on rail and ground transportation in eastern Connecticut

§ 22 — OFFICE OF INNOVATIVE FINANCE AND PROJECT DELIVERY

Establishes the Office of Innovative Finance and Project Delivery within DOT

§ 23 — STREET RACING

Modifies the definition of illegal street racing, specifying that it means driving on a public road for any race, contest, or demonstration of speed or skill

§§ 24-52 — BRIDGE AND ROAD NAMING

Names various roads and bridges

§ 53 — VEHICLE IDENTIFICATION NUMBER (VIN) MARKING

Modifies DMV's authorization to adopt regulations on marking VINs on vehicle component parts

§ 54 — NONPROFIT VEHICLES ON PARKWAYS PILOT PROGRAM

Requires DOT to establish a pilot program to allow vehicles owned by or under contract with a nonprofit organization and transporting people with a disability or who are elderly to use the Merritt and Wilbur Cross parkways, subject to certain requirements

§ 55 — SECURITY SERVICES AT BRADLEY INTERNATIONAL AIRPORT

Updates a special act regarding payments for state police security services at Bradley International Airport

§ 56 — METEOROLOGICAL EVALUATION TOWER MARKING

OLR PUBLIC ACT SUMMARY

Establishes marking requirements for meteorological evaluation towers and civil penalties for those who fail to comply with them

§ 57 — ALL-TERRAIN VEHICLE (ATV) SEIZURE BY ORDINANCE

Allows all municipalities that regulate ATV use by ordinance, rather than just municipalities with populations of 20,000 or more that do so, to provide for their seizure and forfeiture by ordinance

SUMMARY: This act makes numerous changes to transportation-related statutes. Among other things, it:

1. requires all motor vehicle occupants to wear seat belts, not just drivers, front seat passengers, and certain back seat passengers (§§ 15 & 16);
2. establishes the Office of Innovative Finance and Project Delivery within the Department of Transportation (DOT) (§ 22);
3. makes permanent DOT's authority to use consultants for projects using an alternative delivery method, subject to certain conditions under existing law (§ 6);
4. prohibits crossing a bridge with a vehicle that exceeds the posted weight limit and establishes a fine for doing so, increases the fine for driving under bridges while exceeding the posted clearance, and clarifies the liability of overweight trucks for damage to bridges (§§ 2 & 3); and
5. establishes marking requirements for meteorological evaluation towers ((METs), § 56).

EFFECTIVE DATE: Upon passage, unless otherwise noted below.

§ 1 — STATE PROPERTIES REVIEW BOARD THRESHOLD

Increases, from \$5,000 to \$10,000, the threshold under which certain DOT property transactions are exempt from State Properties Review Board approval

By law, the State Properties Review Board must review and approve (1) matters dealing with the initial acquisition of any existing mass transit system or the purchase or sale of real property (i.e., land and buildings and any estate, interest, or right in land) in connection with state highways or mass transit and (2) all surplus property sales or exchanges by DOT.

However, acquisitions and administrative settlements related to these properties that involve sums of money that fall below a certain threshold must be reported to the board but do not require its review and approval. The act increases this threshold from \$5,000 to \$10,000.

§§ 2 & 3 — OVERWEIGHT VEHICLES ON BRIDGES

Prohibits crossing a bridge with a vehicle that exceeds the posted weight limit; increases the fine for driving under bridges while exceeding the posted clearance and extends the fine to vehicles exceeding the weight limit; and clarifies the applicability of a statute on the liability of overweight trucks for damage to bridges

OLR PUBLIC ACT SUMMARY

Existing law prohibits 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. The act additionally prohibits doing so when the weight of the vehicle or the vehicle and load exceeds the posted weight limit.

The act also (1) increases the penalties for violating the height or load limits and (2) extends the same penalties to violations of its weight limit. Under the act, a first violation is punishable by a fine of up to \$1,000 and a subsequent offense is punishable by a fine of up to \$2,500. Previously, a violation of the height or load limit was an infraction (see [Table on Penalties](#)).

The act also makes a minor change to the application of a law that makes vehicle owners liable for damage to bridges caused by overweight vehicles. It specifies that the law applies when the vehicle has a gross weight that exceeds the posted weight limit, rather than the stated maximum safe load. It also deletes an obsolete reference to reckless driving, which is primarily a speed-related offense addressed in the motor vehicle statutes (CGS § 14-222).

EFFECTIVE DATE: October 1, 2021, for the overweight vehicle prohibition and the penalty increase.

§§ 4 & 5 — CHANGES TO CONSULTANT DEADLINES

Moves up the annual deadline for consultant prequalification applications from November 15 to October 15 and reduces the frequency of consultant performance evaluations from once every six months to once a year

Consultant Prequalification (§ 4)

By law, consultants who wish to provide services to DOT in any year must prequalify by submitting information, in the preceding calendar year, on their qualifications. The act moves up the deadline for these prequalification submissions from November 15 to October 15 of the preceding calendar year.

As under existing law, the DOT commissioner must annually (1) publish notice sometime between September 1 and October 1 that entities wishing to provide consultant services must submit prequalification applications to the department and (2) review and determine which consultants are qualified to perform services by January 1.

Consultant Evaluation (§ 5)

The law requires DOT to conduct performance evaluations of all consultants who have active agreements with the department. The act reduces the required frequency of these evaluations from once every six months to at least annually.

§ 6 — CONSULTANTS FOR PROJECTS USING ALTERNATIVE DELIVERY METHODS

Makes permanent DOT's authority to use consultants for projects using alternative delivery methods, subject to certain existing conditions

OLR PUBLIC ACT SUMMARY

The law allows DOT to use the “construction manager at risk” or “design-build” processes as alternatives to the traditional “design-bid-build” construction process. This authorization is subject to certain conditions, including limits on the department’s use of consultants for these projects. Generally, the law seeks to have DOT gradually reduce the use of these consultants and, where possible, have its own employees perform development and inspection work.

More specifically, the law requires that DOT use its employees to perform all development and inspection work after the first two alternative delivery projects are performed. The administrative services commissioner must place positions required for this work on continuous recruitment, and employees may be appointed to durational positions to reduce the need for consultants to perform inspection or development work, including employees who have met engineering education and training requirements, but not taken an examination.

Regardless of these restrictions on consultants, prior law established a “transition period” during which DOT could continue using consultants to complete projects using alternative delivery methods. This period previously expired (1) January 1, 2022, or (2) January 1, 2025, if the governor certified that the continued use of consultants was necessary to complete alternative delivery projects. The act eliminates the expiration date and transition period language, making this authority to use consultants permanent.

Existing law’s capacity building requirements and restrictions on consultant use continue to apply, including, among other things, requirements that DOT:

1. establish a program to train DOT employees to support alternative delivery methods and
2. annually report to the governor on progress made in training employees on the alternative delivery methods, improving the diversity of employees’ technical expertise, and building internal project delivery capacity.

§ 7 — TAXI CERTIFICATE HEARINGS

Eliminates the three-month waiting period for hearings on taxi certificate applications

By law, DOT authorizes taxi services by issuing certificates of convenience and necessity allowing them to accept and solicit rides within a specified territory. The law sets a number of applicant qualification and procedural requirements, including that the department hold a hearing on certificate applications. Prior law required the department to wait at least three months after receiving a certificate application before holding a hearing. The act eliminates this waiting period, allowing DOT to hold hearings at any time after receiving an application.

Existing law, unchanged by the act, requires DOT, upon receiving a certificate application, to schedule a hearing and promptly give notice of it to the applicant, the chief elected official of each municipality in the proposed territory, and any common carriers operating within the territory.

§ 8 — STAGNANT LIVERY PERMITS

Establishes a process for revoking stagnant livery service permits

OLR PUBLIC ACT SUMMARY

The act sets conditions under which DOT may, without a hearing, revoke a stagnant livery service permit (e.g., limousines). Specifically, it allows DOT to revoke a livery permit without a hearing if:

1. DOT sends a revocation notice to the permit holder at the address the department has on file and (a) the notice is returned undeliverable or could not be delivered or (b) the permit holder fails to respond within the timeframe in the notice;
2. DOT conducts a physical inspection of the address it has on file for the permit holder and determines that no livery service operates at the address; and
3. no motor vehicle is registered to the permit holder with the Department of Motor Vehicles (DMV) for use under the permit.

EFFECTIVE DATE: October 1, 2021

§§ 9-11 & 58 — HOUSEHOLD GOODS CARRIER CERTIFICATES

Eliminates requirements that DOT, before permitting an applicant to operate a moving company, hold a hearing and consider highway condition

The act eliminates the requirement for the DOT commissioner, before issuing a household goods carrier (i.e., moving company) certificate, to hold a hearing on the application. It also eliminates the requirement for the commissioner, in determining whether to issue a certificate, to consider the condition of the involved highways and how the issuance will affect highway condition and public safety.

Existing law, unchanged by the act, requires the commissioner to consider the following when issuing a certificate:

1. the applicant's suitability, or the suitability of management if the applicant is a corporation;
2. the applicant's financial responsibility, financial stability, and ability to efficiently perform the service;
3. the applicant's criminal history; and
4. existing motor transportation facilities and how granting a certificate will affect them.

The act also eliminates obsolete language referring to recommendations the commissioner must take into consideration.

EFFECTIVE DATE: October 1, 2021

§§ 12 & 21 — SMOKING PROHIBITION AT RAIL PLATFORMS AND BUS SHELTERS

Prohibits smoking in any area of a platform or shelter at bus and rail facilities, not just in those that are partially enclosed

The act prohibits smoking and using e-cigarettes 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-

OLR PUBLIC ACT SUMMARY

cigarette use) only in partially enclosed shelters on these rail platforms or in bus shelters.

EFFECTIVE DATE: October 1, 2021

§ 13 — PORTLAND STREET RAIL CROSSING IN MIDDLETOWN

Allows all vehicles to use the Portland Street rail crossing in Middletown

The act allows all vehicles, not just emergency vehicles, to use an at-grade crossing at the east end of Portland Street and Bridge Street in Middletown.

§ 14 — AMENDMENTS TO NEGOTIATED CONTRACTS

Specifies that an amendment to a negotiated contract is considered a new and separate contract and is subject to a three-year books and record retention requirement

By law, state contracting agencies may audit the books and records of a contractor or subcontractor under any negotiated contract or subcontract to the extent that they relate to the performance of the contract or subcontract. The contractor must maintain the books and records for three years after the final payment under the prime contract and the subcontractor must maintain them for three years after the subcontract expires.

The act specifies that, if a state contracting agency enters into an amendment to a negotiated contract or subcontract, the amendment is considered a new and separate negotiated contract for the purposes of the above provisions. The contractor or subcontractor must maintain its books and records related to performing the amendment for at least three years after the date of final payment under the amendment, or the date the amendment expires, whichever is later.

By law, a “state contracting agency,” with certain exceptions, is an executive branch agency, board, commission, department, office, institution, or council.

§§ 15 & 16 — BACK SEAT PASSENGER SEAT BELT USE

Requires, with some exceptions, all motor vehicle occupants to wear seat belts, not just drivers, front seat passengers, and certain back seat passengers

The act requires all occupants in a motor vehicle or fire-fighting apparatus to wear a seat belt while the vehicle is moving. Prior law required only the driver, front seat passenger, and certain back seat passengers (i.e., passengers under age 16 and passengers of drivers under age 18) to do so.

The act makes the failure to wear a seat belt by any back seat passenger age 16 or older a secondary offense, prohibiting officers from stopping a vehicle unless another offense has occurred. Under prior law, back seat passengers of drivers under age 18 who failed to wear a seat belt committed a primary offense, which allows a law enforcement officer to stop the vehicle solely for that offense. As under existing law, a driver or front seat passenger who fails to wear a seat belt commits a primary offense.

OLR PUBLIC ACT SUMMARY

The act exempts bus passengers from the seat belt use requirement. As under existing law, the following are also exempt:

1. children under age 8, who must instead be secured in an appropriate car seat or booster seat;
2. any person with a physical disability or impairment that would prevent restraint in a seat belt;
3. authorized emergency vehicles (other than firefighting apparatus) responding to an emergency call;
4. a motor vehicle operated by a rural letter carrier of the U.S. postal service while performing official duties; and
5. a person delivering newspapers.

As under existing law, failure to wear a seat belt is not probable cause for law enforcement to search a vehicle and its contents. Violators commit an infraction (see [Table on Penalties](#)) and are subject to existing fines of (1) \$50 if the vehicle driver is age 18 or older or (2) \$75 if the vehicle driver is under age 18.

EFFECTIVE DATE: October 1, 2021

§ 17 — SERVICE SIGNS ON LIMITED ACCESS HIGHWAYS

Combines two limited access highway sign programs into one Specific Service Sign program, in conformance with federal regulations, and requires DOT to adopt implementing regulations

DOT previously administered two programs for signs on limited access highways: (1) the Specific Information Signs on Limited Access Highways Program (i.e., food, gas, lodging, and camping logo signs), which was established in state law (see below), and (2) the Tourist Attraction Guide Sign Program for Limited Access Highways (see BACKGROUND).

The act appears to combine these programs into one statutory Specific Service Sign program to conform to the federal Manual on Uniform Traffic Control Devices (see BACKGROUND). It allows the DOT commissioner to enter into an agreement with a qualifying person or company for the erection, maintenance, and removal of a specific service sign within the rights-of-way of state-maintained limited-access highways, other than parkways. It requires DOT to adopt regulations on:

1. specific service sign design and installation requirements,
2. the minimum qualifications and application process for a person or company to get a specific service sign,
3. the financial responsibility of the person or company, and
4. terms for specific service sign removal or agreement revocation.

The act repeals the specific information sign program and the corresponding authority to adopt regulations. In doing so, it eliminates the statutory requirements that people or companies seeking to erect signs (1) obtain encroachment permits from DOT and (2) file with the commissioner a bond or recognizance with the state. It also eliminates a statutory requirement that a person or company be reimbursed for a portion of the sign's costs by subsequent permittees on the same sign.

§ 18 — DISTRIBUTION OF SURPLUS RAIL MATERIAL

Modifies the process for distributing surplus rail material to freight railroad companies

By law, DOT must offer rail and other track material to freight railroad companies for upgrading state-owned rights-of-way before directly or indirectly selling, transferring, or otherwise disposing of this material. The act (1) requires DOT to also do so before it salvages this material and (2) specifies that the requirement applies to material that is surplus and includes rail sections up to 200 feet in length, ties, and tie plates.

The act modifies the process for notifying and selecting recipients, requires that material be made available for inspection, and modifies the process for distributing material to selected recipients. It also allows DOT to enter into agreements with salvage companies for salvaging or disposing of surplus rail material that is not distributed to freight rail companies.

EFFECTIVE DATE: October 1, 2021

Notification and Selection of Recipients

The act establishes a more specific process for notifying and selecting freight railroad companies to receive the material. It requires DOT to offer surplus material in writing and send the offer by first class mail or e-mail. Within 30 days after receiving an offer, an interested freight railroad company must submit, in a manner the commissioner prescribes, a notice of interest and a statement on why it needs the material and how it intends to use it. If more than one company submits a notice, the commissioner may choose a company based on the prior distribution of surplus material and the best intended use of the material on state property, as determined by the commissioner. The commissioner must notify the company it has selected by first class mail or e-mail.

By law, DOT must offer any remaining material to freight rail companies to upgrade other rail lines in the state. The act requires DOT to do so using the process outlined above.

Availability for Inspection

The act requires that DOT make surplus rail material available for inspection at a designated location in a rail yard or along a siding track in the state.

Distribution of Material

The act also modifies the process for distributing the surplus material to selected companies. Prior law required DOT to transfer the material to the recipient's designated material site and charge the recipient for doing so. The amount charged depended on whether the material would be used to upgrade a state-owned right-of-way. If it would, the charge could not exceed the value, as scrap, of the materials replaced by those the commissioner transferred. If the transferred materials would be used to upgrade non state-owned rights-of-way,

OLR PUBLIC ACT SUMMARY

the charge could not exceed the value, as scrap, of the materials transferred.

The act instead requires selected freight railroad companies to:

1. arrange and pay for handling and delivering the material from a specific location in a rail yard or along a siding track;
2. accept the material in “as-is” condition;
3. acknowledge that the commissioner assumes no responsibility for the material’s quality or fitness; and
4. install the material in accordance with the statement of intended use that it submitted to DOT, unless the commissioner approves a different use in writing.

The act prohibits the selected company from salvaging the surplus material and obtaining reimbursement for the handling and delivery costs but allows it to salvage any material the surplus material replaces in order to offset the costs.

Under the act, the selected company must accept delivery of the surplus material within 30 days after receiving notice of selection. If the company does not do so, DOT may (1) select another company that sent a notice of interest or (2) salvage or dispose of the material.

§ 19 — METRO NORTH BRANCH LINE REPORTS

Requires DOT to report on the status of installing side rail on the New Canaan line and increasing direct service to New York on the Danbury line

The act requires DOT, by January 1, 2022, 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.

§ 20 — EASTERN CONNECTICUT TRANSPORTATION STUDY

Requires the DOT commissioner to conduct a feasibility study on rail and ground transportation in eastern Connecticut

The act requires the DOT commissioner to 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 act explicitly allows him to seek and use available federal funds for the study.

The commissioner must report the study’s results to the Transportation Committee by January 1, 2023.

§ 22 — OFFICE OF INNOVATIVE FINANCE AND PROJECT DELIVERY

Establishes the Office of Innovative Finance and Project Delivery within DOT

The act establishes the Office of Innovative Finance and Project Delivery

OLR PUBLIC ACT SUMMARY

within DOT and requires the DOT commissioner to assign personnel to the office as needed to fulfill the act's requirements. It charges the office with the following:

1. evaluating opportunities to use innovative financing and risk management to deliver transportation projects,
2. focusing on effective and accelerated delivery of transportation projects to assure the development and maintenance of a safe and efficient transportation system, and
3. recommending public-private partnerships (P3) opportunities to the commissioner.

§ 23 — STREET RACING

Modifies the definition of illegal street racing, specifying that it means driving on a public road for any race, contest, or demonstration of speed or skill

Prior law prohibited driving a motor vehicle on a public road for purposes of betting, racing, or making a speed record. It also prohibited (1) possessing a motor vehicle under circumstances showing an intent to use it in one of these prohibited races or events; (2) acting as a starter, timekeeper, judge, or spectator at one; or (3) betting on the race's or event's outcome. The act instead applies these prohibitions specifically to races, contests, or demonstrations of speed or skill (i.e., street racing). (Existing law prohibits driving a motor vehicle in any race, contest, or demonstration of speed or skill as a public exhibition except in specific circumstances (CGS § 14-164a).)

By law and under the act, a first offense for driving a motor vehicle on a public road for any race, contest, or demonstration of speed or skill is punishable by a fine of \$150 to \$600, up to one year in prison, or both; and any subsequent offense is punishable by a fine of \$300 to \$1,000, up to one year in prison, or both. Additionally, anyone convicted of this must attend an operator's retraining program (CGS § 14-111g(a)). Also, a court may (1) order the motor vehicle driven by the offender to be impounded for up to 30 days if it is registered to the offender or (2) if the vehicle is registered to someone else, fine the offender up to \$2,000 for a first offense and up to \$3,000 for any subsequent offense. By law, the impounded vehicle's owner is responsible for all fees or costs resulting from the impoundment.

By law and under the act, a first offense for the other prohibited conduct (e.g., possessing a vehicle with intent to race, acting as a starter or spectator, or betting on a race) is punishable by a fine of \$75 to \$600, up to one year in prison, or both; and any subsequent offense is punishable by a fine of \$100 to \$1,000, up to one year in prison, or both.

EFFECTIVE DATE: October 1, 2021

§§ 24-52 — BRIDGE AND ROAD NAMING

Names various roads and bridges

The act names 15 state highway segments and 14 state highway bridges as

OLR PUBLIC ACT SUMMARY

follows:

1. Route 113 traveling in a southeasterly direction from the intersection of Access Road to the intersection of Oak Bluff Road in Stratford, the “State Representative Terrance E. Backer Memorial Highway” (§ 24);
2. Bridge No. 01708 on Route 2 eastbound passing over West Road in Marlborough, the “Theodore J. May, Jr. Memorial Bridge” (§ 25);
3. Bridge No. 05751 on Route 162 passing over the Oyster River in Milford, the “State Representative Richard “Dick” Roy Memorial Bridge” (§ 26);
4. Bridge No. 00908 on Route 202 passing over the Bantam River in Litchfield, the “Corporal Rodger “Dodge” Doyle Memorial Bridge” (§ 27) (PA 21-2, June Special Session (JSS), § 478, corrects the spelling to “Roger”);
5. Route 14A traveling in an easterly direction from Newport Road to Sterling Memorial School at 1183 Plainfield Pike in Sterling, the “Russel M. Gray Memorial Highway” (§ 28);
6. Bridge No. 03207 on Highland Avenue passing over I-84 eastbound and westbound in Waterbury, the “Avenue of Heroes Bridge” (§ 29);
7. Bridge No. 04318 on Baldwin Street No. 1 passing over I-84 eastbound and westbound, as well as other city roads and the Mad River, in Waterbury, the “Roberto Clemente Memorial Bridge” (§ 30);
8. Route 2A from Route 12 to Route 2 in Preston, the “Parke Spicer Memorial Highway” (§ 31)
9. Route 171 traveling in an easterly direction from the junction with Route 198 to the junction with Route 169 in Woodstock, the “Francis J. Kraynick Memorial Highway” (§ 32);
10. Bridge No. 02197 on Route 17A passing over the Carr Brook in Portland, the “Sgt. First Class John Bednarz Memorial Bridge” (§ 33);
11. State Road 505 traveling in a westerly direction from the intersection of Fenn Road and Holly Drive to the terminus of State Road 505 at the intersection of the ramp servicing Route 9 southbound in Newington, the “Frank Zuraski Memorial Highway” (§ 34);
12. Route 150 traveling in a northerly direction from the River Road to Route 68 in Wallingford, the “American Legion John M. Siedlicki Post 187 Memorial Highway” (§ 35);
13. Route 63 from the intersection of Bunker Hill Avenue in Watertown to the intersection of Route 64 in Middlebury, the “Robert J. Kane Memorial Highway” (§ 36);
14. Bridge No. 01062 on Route 67 passing over the Naugatuck River in Seymour, the “State Police Captain Jerome Drugonis Memorial Bridge” (§ 37);
15. Bridge No. 00022 on Harvard Avenue passing over I-95 northbound and southbound in Stamford, the “Board of Representative Elaine Mitchell Memorial Bridge” (§ 38);
16. Route 104 from the intersection of Riverbank Road to the New York state line in Stamford, the “Dudley Williams Memorial Highway” (§ 39);
17. Bridge No. 00067 on Hills Point Road passing over I-95 in Westport, the

OLR PUBLIC ACT SUMMARY

- “Khaliq Sanda Memorial Bridge” (§ 40);
18. Bridge No. 01076 on I-84 eastbound over Route 70 (Waterbury Road) in Waterbury, the “Brigadier General John P. Lawlor, Jr. Bridge” (§ 41);
 19. Bridge No. 00840 on Route 74 passing over I-84 in Tolland, the “Trooper First Class Kevin Miller Memorial Bridge” (§ 42);
 20. Route 30 from the Governor’s Highway to Route 194 in South Windsor, the “Major General James Throwe Memorial Highway” (§ 43);
 21. Route 21 from the intersection of Route 44 to the Putnam-Thompson town line in Putnam, the “Calvin William Heath Silver Star Recipient Memorial Highway” (§ 44) (PA 21-2, JSS, § 187 makes corrections to the location and renames it the “Silver Star Recipient Calvin William Heath Memorial Highway”);
 22. Route 193 from Route 200 (Quaddick Road) to Chase Road in Thompson, the “John J. Lindley Memorial Highway” (§ 45) (PA 21-2, JSS, § 188, renames it the “Joseph J. Lindley Memorial Highway”);
 23. Bridge No. 01664 on Route 123 overpassing the Norwalk River in Norwalk, the “Sgt. Horton A. Duff and Tech 5 Alan S. Duff Memorial Bridge” (§ 46);
 24. Route 123 from the intersection of Ponus Avenue to the intersection of Barlett Avenue in Norwalk, the “Private Richard H. Ireland Memorial Highway” (§ 47);
 25. Route 61 from Route 6 to the Woodbury-Bethlehem town line in Woodbury, the “Danny Logue Memorial Highway” (§ 48);
 26. Route 316 from the intersection of U.S. Route 6 to Monument Lane near the location of Andover Veterans Memorial Park in Andover, the “Agent Orange Memorial Highway” (§ 49);
 27. Route 3 from the intersection of West Street southerly to the intersection of Brook Street in Rocky Hill, the “Lou Romeo Memorial Highway” notwithstanding existing law (§ 50)
 28. Bridge No. 05686 carrying I-384 westbound over I-84 westbound in Manchester, the “John A. Brunalli Bridge” (§ 51); and
 29. Bridge No. 03922 on Route 7 northbound passing over Grays Bridge Road and the Still River in Brookfield, the “Governor M. Jodi Rell Bridge” (§ 52).

§ 53 — VEHICLE IDENTIFICATION NUMBER (VIN) MARKING

Modifies DMV’s authorization to adopt regulations on marking VINs on vehicle component parts

By law, new or used dealers selling motorcycles must offer buyers the service of marking the motorcycle’s VIN on its component parts. The law allows the DMV commissioner to adopt regulations providing (1) standards for marking motor vehicle and motorcycle component parts in a secure manner; (2) standards for telephone or online access to a secure database of vehicles, including motorcycles and parts that have been marked and registered in the database; and (3) for the lawful marking of replacement parts by licensed repairers.

The act specifies that the standards for marking component parts in a secure

OLR PUBLIC ACT SUMMARY

manner may include the use of a “covert application,” which means a latent brushed chemical that embeds the marking over a vinyl stencil so that when the stencil is removed, the marking is only visible with the assistance of an ultraviolet light. The act also specifies that “component parts” include a motor vehicle’s hood, trunk, wheels and door or a motorcycle’s frame or steering column.

EFFECTIVE DATE: July 1, 2022

§ 54 — NONPROFIT VEHICLES ON PARKWAYS PILOT PROGRAM

Requires DOT to establish a pilot program to allow vehicles owned by or under contract with a nonprofit organization and transporting people with a disability or who are elderly to use the Merritt and Wilbur Cross parkways, subject to certain requirements

Existing law, with specific exceptions, generally prohibits commercial vehicles from using the Merritt and Wilbur Cross parkways (CGS § 13a-26; Conn. Agencies Regs. § 14-298-1 et seq.). Regardless of this prohibition, the act requires the DOT commissioner to establish a pilot program to allow service vehicles and motor vehicles with a combination registration to use the parkways if they are owned by or under contract with a nonprofit organization and meet specific conditions. (Neither existing law nor the act defines the term “service vehicle.”)

Specifically, the act requires the following:

1. the service vehicles must not be more than seven feet high, six feet wide, and 19 feet long;
2. the nonprofit must be located within one mile of either parkway and provide transportation services to people in the state with disabilities or who are elderly; and
3. the service vehicles and motor vehicles must have a permit from the Office of State Traffic Administration (OSTA) to use the parkways in accordance with the above regulations.

The act requires that the pilot program begin by January 1, 2022, and end on January 1, 2024. It limits OSTA to issuing no more than two permits per nonprofit location.

By February 1, 2024, the commissioner must submit a report to the Transportation Committee on the program’s implementation, the number of permits issued under the program, and any recommendations for legislation on the use of the parkways.

EFFECTIVE DATE: October 1, 2021

§ 55 — SECURITY SERVICES AT BRADLEY INTERNATIONAL AIRPORT

Updates a special act regarding payments for state police security services at Bradley International Airport

The act updates a 2009 special act provision on state police security services at Bradley International Airport that required DOT to enter into a memorandum of understanding providing that all costs incurred by the Department of Public Safety for state police security services be paid from the Bradley Enterprise Fund.

OLR PUBLIC ACT SUMMARY

However, federal airport revenue diversion laws allow airport funds to only pay for security services required under federal law.

The act (1) updates agency references to the Connecticut Airport Authority (CAA) and the Department of Emergency Services and Public Protection; (2) requires CAA to enter into a contract, rather than a memorandum of understanding, for these security services; (3) extends the date by which they must enter into the contract to December 1, 2021; and (4) requires payments under the contract to be made in compliance with all applicable federal laws, regulations, and guidelines. This conforms to agency practice.

§ 56 — METEOROLOGICAL EVALUATION TOWER MARKING

Establishes marking requirements for meteorological evaluation towers and civil penalties for those who fail to comply with them

Overview

The act establishes marking requirements for “meteorological evaluation towers” (METs) that are 50 to 200 feet above ground level. These towers are not subject to the Federal Aviation Administration’s (FAA) air hazard evaluation process, or any compulsory marking, because they are below the height threshold (see BACKGROUND). The act’s marking requirements correspond to FAA guidance on the voluntary marking of METs.

Under the act, anyone who owns, operates, or erects an MET and does not mark or erect it as the act requires is subject to the following civil penalties: (1) up to \$500 if the violation does not result in physical injury, (2) up to \$1,000 if it results in physical injury to another person, (3) up to \$5,000 if it results in serious physical injury to another person, and (4) up to \$10,000 if it results in another person’s death.

METs Defined

Under the act, an MET is a structure that (1) is self-standing or supported by guy wires or anchors; (2) is six feet or less in diameter at the base; and (3) has accessory facilities on which an antenna, sensor, camera, meteorological instrument, or other equipment is mounted to document whether a site has enough wind resources to operate a wind turbine generator.

METs do not include (1) structures adjacent to a building, including a barn, electric utility substation, or a residence’s curtilage; (2) a tower regulated by the Federal Communications Commission (FCC); or (3) a tower used primarily to support telecommunications equipment or provide commercial mobile radio service or commercial mobile data service, as defined under FCC regulations.

MET Marking Requirements

Under the act, METs must:

1. be painted in equal, alternating bands of aviation orange and white,

OLR PUBLIC ACT SUMMARY

- beginning with orange at the top of the tower;
2. have aviation orange marker balls installed and displayed in accordance with FAA regulations and advisory circulars; and
 3. not be supported by guy wires, unless the wires have, at each anchor point, a seven-foot-long safety sleeve that extends from the anchor point along each attached wire.

These marking requirements correspond to those recommended in the FAA's Obstruction Lighting and Marking advisory circular (70/7460-1L).

EFFECTIVE DATE: October 1, 2021

§ 57 — ALL-TERRAIN VEHICLE (ATV) SEIZURE BY ORDINANCE

Allows all municipalities that regulate ATV use by ordinance, rather than just municipalities with populations of 20,000 or more that do so, to provide for their seizure and forfeiture by ordinance

The act allows all municipalities that regulate ATV use by ordinance, rather than just municipalities with populations of 20,000 or more that do so, to also provide for their seizure and forfeiture by ordinance. Under existing law, unchanged by the act, only municipalities that meet this population threshold may provide for the seizure and forfeiture of ATVs (CGS § 14-390m).

By law, if a municipality confiscates an ATV used in violation of an ordinance, it must sell it at a municipally conducted public auction. The sale proceeds must be paid to the municipal treasurer for deposit into the municipality's general fund.

Existing law's forfeiture provisions are subject to any bona fide lien, lease, or security interest (including a lien for towing and storing a vehicle). The law protects an owner or lienholder's interest when forfeiture is due to someone else's act or omission if the owner or lienholder did not know, and could not have reasonably known, that the ATV was used or was intended to be used in violation of a municipal ordinance.

EFFECTIVE DATE: October 1, 2021

BACKGROUND

Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD is a handbook published by the Federal Highway Administration that specifies standards and guidance for the design, installation, and use of traffic control devices (e.g., signs, traffic signals, and road markings). Federal regulations make the MUTCD the national standard for all traffic control devices installed on any street, highway, or bicycle trail open for public travel. The regulations also require state regulations and manuals on traffic control devices to substantially conform to the MUTCD and give states two years to adopt changes to the MUTCD (23 C.F.R. § 655.603).

Connecticut has incorporated the MUTCD into its traffic control device regulations by reference (e.g., Conn. Agencies Regs. § 14-298-500).

OLR PUBLIC ACT SUMMARY

Tourist Attraction Guide Sign Program for Limited Access Highways

DOT currently administers a program that allows qualifying attractions to be included on an “attractions” sign near highway exits. Qualifying attractions are those that (1) primarily aim to satisfy the needs of visitors from outside the immediate area for recreational, educational, scientific, environmental, natural, cultural, historical, or entertainment activities and (2) meet other designated criteria (e.g., operating hours). This program is administered separately from the Specific Information Signs program.

FAA Air Hazard Review

FAA regulations require anyone proposing to construct or alter a structure greater than 200 feet high to file notice with the FAA. The FAA reviews notices to determine if the proposed construction is hazardous to air navigation and, if applicable, determine appropriate mitigation measures, such as marking and lighting requirements (14 C.F.R. § 77.5 et seq.). Although METs, as defined in the act, are not required to be reported to the FAA, agency policy recommends the voluntary markings, according to its guidance (76 Fed. Reg. 36983).

Regulating Dirt Bikes, Mini Motorcycles, ATVs, and Snowmobiles by Ordinance

By law, municipalities may adopt ordinances on the operation and use of (1) dirt bikes and mini motorcycles on public property, including hours of use, and (2) ATVs and snowmobiles, including hours and zones of use. An ordinance may set fines of up to:

1. \$1,000 for a first violation,
2. \$1,500 for a second violation, and
3. \$2,000 for subsequent violations (CGS §§ 14-390 & -390m).

Related Act

PA 21-2, JSS, §§ 187, 188 & 478, makes minor corrections to three road and bridge namings.