



**Substitute Senate Bill No. 904**

**Public Act No. 23-135**

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION AND CONCERNING STATE PARKWAYS, THE CONNECTICUT AIRPORT AUTHORITY, A TRANSPORTATION CARBON DIOXIDE REDUCTION TARGET, A TREE AND VEGETATION MANAGEMENT PLAN, MOTOR VEHICLE NOISE, THE ZERO-EMISSION TRUCK VOUCHER PROGRAM, STREET RACING, EMERGENCY LIGHTS AND THE NAMING OF CERTAIN ROADS AND BRIDGES.**

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

Section 1. Section 14-299 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) For the purpose of standardization and uniformity, no installation of or revision to any traffic control signal light shall be made by any town, city or borough until the same has been approved by the Office of the State Traffic Administration. Such approval shall be based on necessity for, location of and type of such signal light and shall be applied for on a form supplied by the Office of the State Traffic Administration and shall be submitted to said office by the traffic authority having jurisdiction. Approval of any such signal light may be revoked by the Office of the State Traffic Administration at any time if said office deems such revocation to be in the interest of public safety, and thereupon such signal lights shall be removed by the traffic

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authority having jurisdiction.

(b) When traffic at an intersection is alternately directed to proceed and to stop by the use of signals exhibiting colored lights or lighted arrows, successively one at a time or in combination, only the colors green, red and yellow shall be used, except for special [pedestrian control] pedestrian-control signals carrying word legends [, said lights] or symbols. Such lights or arrows shall apply to drivers of vehicles and pedestrians and shall indicate the following:

(1) Circular green alone: Vehicular traffic facing a green signal may proceed straight through or turn right or left unless a sign or marking at such place prohibits either such turn or straight through movement, except that such traffic shall yield the right-of-way to pedestrians and vehicles [lawfully] within a crosswalk or the intersection at the time such signal was exhibited; pedestrians facing the green signal, except when directed by separate pedestrian-control signals, may proceed across the highway within any marked or unmarked crosswalk.

(2) Yellow: Vehicular traffic facing a steady yellow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter, when vehicular traffic shall stop before entering the intersection unless so close to the intersection that a stop cannot be made in safety; pedestrians facing a steady yellow signal, except when directed by separate pedestrian-control signals, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(3) Red alone: Vehicular traffic facing a steady red signal alone shall stop before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and remain standing until the next indication is shown; provided, on or after July 1, 1979, vehicular traffic traveling in the travel lane nearest the right hand curb

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or other defined edge of the roadway, unless a sign approved by the Office of the State Traffic Administration has been erected in the appropriate place prohibiting this movement, may cautiously enter the intersection to make a right turn onto a two-way street or onto another one-way street on which all the traffic is moving to such vehicle's right after such vehicle has stopped as required in this subdivision and yielded the right-of-way to pedestrians [lawfully] within an adjacent crosswalk and to other traffic lawfully using the intersection. Pedestrians facing a steady red signal alone, except when directed by separate pedestrian-control signals, shall not enter the roadway.

(4) Green arrow: Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time, but such vehicular traffic shall yield the right-of-way to pedestrians [lawfully] within a crosswalk and to other traffic lawfully within the intersection.

(5) Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" or the image of a walking person symbolizing "Walk" or an upraised hand symbolizing "Don't Walk" are in place, such signals shall indicate as follows: "Walk" or walking person symbol: Pedestrians facing such signals may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles; "Don't Walk" or upraised hand symbol: No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed [his] crossing on the walk signal shall proceed to a sidewalk or safety island while the flashing "Don't Walk" or flashing upraised hand symbol signal is showing.

(c) When an illuminated flashing red or yellow signal is used in a traffic sign or signal, it shall require obedience by vehicular traffic as follows:

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(1) Flashing red: When a red lens is illuminated by rapid intermittent flashes, drivers of vehicles shall stop before entering the nearest crosswalk at an intersection, or at a limit line when marked or, if none, then before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(2) When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles facing such signal may proceed through the intersection or past such signal only with caution.

(d) Lenses of the following colors only shall be used and shall be arranged vertically in the signal face or, when necessary, horizontally, and shall conform to the following positions: When arranged vertically, red shall be located at the top, yellow shall be located directly below red and the remaining indications below the yellow in the following order: Flashing yellow, circular green, vertical arrow, left-turn arrow and right-turn arrow, as needed; when arranged horizontally, red shall be located at the left, yellow shall be located directly to the right of red and the remaining indications to the right of yellow in the following order: Flashing yellow, left-turn arrow, circular green, vertical arrow and right-turn arrow, as needed.

(e) When lane-direction-control signals are placed over the individual lanes of a street or highway, vehicular traffic may travel in any lane over which a green arrow signal is shown, but shall not enter or travel in any lane over which a red X signal is shown.

(f) If a traffic control signal, approved by the Office of the State Traffic Administration, is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any sign or marking, the stop shall be made at the signal.

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Sec. 2. Subsections (a) and (b) of section 14-300 of the general statutes are repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) The traffic authority [shall have power to] may designate, by appropriate official traffic control devices, as defined in section 14-297, or markers, or by lines upon the surface of the highway, such crosswalks and intersections as, in its opinion, constitute a danger to pedestrians crossing the highway including, but not limited to, specially marked crosswalks in the vicinity of schools, which crosswalks shall have distinctive markings, in accordance with the regulations of the Office of the State Traffic Administration, to denote use of such crosswalks by school children; and may maintain suitable signs located at intervals along highways, particularly where there are no sidewalks, directing pedestrians to walk facing vehicular traffic.

(b) At any intersection where special pedestrian-control signals bearing the words "Walk" or "Don't Walk" or the image of a walking person symbolizing "Walk" or an upraised hand symbolizing "Don't Walk" are placed, pedestrians may cross the highway only as indicated by the signal. At any intersection where traffic is controlled by other traffic control signals or by police officers, pedestrians shall not cross the highway against a red or "Stop" signal and shall not cross at any place not a marked or unmarked crosswalk. A pedestrian started or starting across the highway [on a "Walk" signal] or on any such crosswalk [on a green or "Go" signal] shall have the right-of-way over all vehicles, including those making turns, until such pedestrian has reached the opposite curb or safety zone.

Sec. 3. Section 14-311 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) No person, firm, corporation, state agency [,] or municipal agency, or any combination thereof, shall build, expand, establish or operate any

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open air theater, shopping center or other development generating large volumes of traffic that substantially affect state highway traffic within this state, as determined by the Office of the State Traffic Administration, until such person, firm, corporation [,] or agency has procured from said office a certificate that the operation thereof will not imperil the safety of the public, except that any development, including any development to be built in phases, without regard to when such phases are approved by the municipal planning and zoning agency or other responsible municipal agency, that contains a total of one hundred or fewer residential units shall not be required to obtain such certificate if such development is a residential-only development and is not part of a mixed-use development that contains office, retail or other such nonresidential uses, provided if any future development increases the total number of residential units to more than one hundred, and such total substantially affects state highway traffic within the state as determined by the Office of the State Traffic Administration, a certificate shall be procured from said office.

(b) Except as otherwise provided in this subsection or permitted by the Office of the State Traffic Administration, no local building official shall issue a building or foundation permit to any person, firm, corporation, state agency or municipal agency to build, expand, establish or operate such a development until the person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the office. No local building official shall issue a certificate of occupancy to any such person, firm, corporation or agency for such development until the conditions of the certificate issued by the office under this section have been satisfied. If the office determines that any person, firm, corporation [,] or [state or municipal] agency has (1) started building, expanding, establishing or operating such a development without first obtaining a certificate from said office, or (2) has failed to comply with the conditions of such a certificate, it shall order the person, firm, corporation or agency to (A) cease

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constructing, expanding, establishing or operating the development, or (B) comply with the conditions of the certificate within a reasonable period of time. If such person, firm, corporation or agency fails to (i) cease such work, or (ii) comply with an order of the office within such time as specified by the office, the office may [make an application] apply to the superior court for the judicial district of Hartford or the judicial district where the development is located enjoining the construction, expansion, establishment or operation of such development. Notwithstanding the provisions of this subsection, for single family home building lots within a subdivision of land, for which a certificate is required and which do not have a direct exit or entrance on, or directly abut or adjoin any state highway, no local building official shall issue a certificate of occupancy to any person, firm, corporation, state agency or municipal agency to occupy homes on such lots until the person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the office and such official confirms that the certificate conditions have been satisfied.

(c) The Office of the State Traffic Administration, to the extent practicable, shall begin its review of an application prior to final approval of the proposed activity by the municipal planning and zoning agency or other responsible municipal agency.

(d) In determining the advisability of such certification, the Office of the State Traffic Administration shall include, in its consideration, highway safety, bicycle and pedestrian access and safety, the width and character of the highways affected, the density of traffic thereon, the character of such traffic and the opinion and findings of the traffic authority of the municipality wherein the development is located. The office may require improvements to be made by the applicant to the extent that such improvements address impacts to state highway safety or bicycle and pedestrian access and safety created by the addition of

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the applicant's proposed development or activity. If the office determines that such improvements, including traffic signals, pavement markings, channelization, pavement widening or other changes or traffic control devices, are required to handle traffic safely and efficiently, one hundred per cent of the cost thereof shall be borne by the person, firm, corporation or agency building, establishing or operating such open air theater, shopping center or other development generating large volumes of traffic, except that such cost shall not be borne by any municipal agency. The Commissioner of Transportation may issue a permit to [said] such person, firm, corporation or agency to construct or install the changes required by the office.

(e) Any person, firm, corporation or agency building, establishing or operating such open air theater, shopping center or other development generating large volumes of traffic aggrieved by any decision of the Office of the State Traffic Administration [hereunder] under this section may appeal therefrom in accordance with the provisions of section 4-183, except venue for such appeal shall be in the judicial district in which it is proposed to operate such establishment. The provisions of this section, except insofar as such provisions relate to expansion, shall not apply to any open air theater, shopping center or other development generating large volumes of traffic in operation on July 1, 1967.

(f) Before submitting an application for any development generating large volumes of traffic pursuant to subsection (a) of this section to the Office of the State Traffic Administration, the [individual or entity] person, firm, corporation or agency submitting such application shall attend a mandatory meeting with the Office of the State Traffic Administration and other staff from the Department of Transportation. At such meeting, such [individual or entity] person, firm, corporation or agency shall present the applicant's proposed development [to such department staff] and receive feedback, including, but not limited to, information as to what [needs] materials need to be submitted for an



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application to be considered complete.

Sec. 4. Section 14-311c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) No [group of persons, firms, corporations, state agencies or municipal agencies] person, firm, corporation, state agency or municipal agency, or any combination thereof, shall build, expand, establish or operate any open air theater, shopping center or other development generating large volumes of traffic on any group of individual parcels of land which are separately owned but are utilized together for a single development purpose, whether or not such parcels are separated by any state, local or private roadway that substantially affect state highway traffic within this state, as determined by the Office of the State Traffic Administration, until such [group] person, firm, corporation or agency has procured from the Office of the State Traffic Administration a certificate that the operation thereof will not imperil the safety of the public, except that any development, including any development to be built in phases without regard to when such phases are approved by the municipal planning and zoning agency or other responsible municipal agency, that contains a total of one hundred or fewer residential units shall not be required to obtain such a certificate if such development is a residential-only development and not part of a mixed-use development containing office, retail or other such nonresidential uses, provided if any future development increases the total number of residential units to more than one hundred, and this total substantially affects state highway traffic within the state as determined by the Office of the State Traffic Administration, a certificate shall be procured from said office.

(b) Except as otherwise provided in this subsection or permitted by the Office of the State Traffic Administration, no local building official shall issue a building or foundation permit to any such [group or member thereof] person, firm, corporation or agency to build, expand,

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establish or operate such a development until the [group or member] person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the Office of the State Traffic Administration. No local building official shall issue a certificate of occupancy to any such person, firm, corporation or agency for such development until the conditions of the certificate issued by the office under this section have been satisfied. If the Office of the State Traffic Administration determines that any [group or member] person, firm, corporation or agency has (1) started building, expanding, establishing or operating such a development without first obtaining a certificate from said office, or (2) has failed to comply with the conditions of such a certificate, it shall order the [group or member] person, firm, corporation or agency to (A) cease constructing, expanding, establishing or operating the development, or (B) to comply with the conditions of the certificate within a reasonable period of time. If such [group or member] person, firm, corporation or agency fails to (i) cease such work, or (ii) comply with such order within such time as specified by the Office of the State Traffic Administration, said office or the traffic authority of the municipality wherein the development is located may [make an application] apply to the superior court for the judicial district of Hartford or the judicial district where the development is located enjoining the construction, expansion, establishment or the operation of such development. Notwithstanding the provisions of this subsection, for single family home building lots within a subdivision of land, for which a certificate is required and which do not have a direct exit or entrance on, or directly abut or adjoin any state highway, no local building official shall issue a certificate of occupancy to any such [group or member thereof or] person, firm, corporation or agency to occupy homes on such lots until such [group, member or] person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by said office and such official confirms that the certificate conditions have been satisfied.

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(c) The Office of the State Traffic Administration, to the extent practicable, shall begin its review of an application prior to final approval of the proposed activity by the municipal planning and zoning agency or other responsible municipal agency.

(d) In determining the advisability of such certification, the Office of the State Traffic Administration shall include, in its consideration, highway safety, the width and character of the highways affected, the density of traffic thereon, the character of such traffic and the opinion and findings of the traffic authority of the municipality wherein the development is located. The Office of the State Traffic Administration may require improvements to be made by the applicant to the extent that such improvements address impacts to state highway safety created by the addition of the applicant's proposed development or activity. If the Office of the State Traffic Administration determines that such improvements, including traffic signals, pavement markings, channelization, pavement widening or other changes or traffic control devices, are required to handle traffic safely and efficiently, one hundred per cent of the cost thereof shall be borne by the [group] person, firm, corporation or agency building, establishing or operating such open air theater, shopping center or other development generating large volumes of traffic, except that such cost shall not be borne by any municipal agency. The Commissioner of Transportation may issue a permit to [said group] such person, firm, corporation or agency to construct or install the changes required by the Office of the State Traffic Administration, in consultation with the local traffic authority.

(e) Any [group] person, firm, corporation or agency building, establishing or operating such open air theater, shopping center or other development generating large volumes of traffic aggrieved by any decision of the Office of the State Traffic Administration [hereunder] under this section may appeal therefrom in accordance with the provisions of section 4-183, except venue for such appeal shall be in the

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judicial district in which it is proposed to operate such establishment. The provisions of this section except insofar as such provisions relate to expansion shall not apply to any open air theater, shopping center or other development generating large volumes of traffic which has received all necessary permits, variances, exceptions and approvals from the municipal zoning commission, planning commission, combined planning and zoning commission and zoning board of appeals in which such development is located prior to or on July 1, 1985, or to any such development which is in operation on that date.

(f) Before submitting an application for any development generating large volumes of traffic pursuant to subsection (a) of this section to the Office of the State Traffic Administration, the person, firm, corporation or agency submitting such application shall attend a mandatory meeting with the Office of the State Traffic Administration and other staff from the Department of Transportation. At such meeting, such person, firm, corporation or agency shall present the applicant's proposed development and receive feedback, including, but not limited to, information as to what materials need to be submitted for an application to be considered complete.

Sec. 5. (NEW) (*Effective from passage*) (a) The Connecticut Training and Technical Assistance Center at The University of Connecticut shall conduct training sessions for traffic authorities, at least three times a year, concerning the powers and responsibilities of traffic authorities, the installation of official traffic control devices and an overview of the applicable provisions of the general statutes and any regulations adopted by the Office of the State Traffic Administration.

(b) On or before January 1, 2024, and annually thereafter, each traffic authority, or such authority's appointed representative, shall complete one training offered pursuant to subsection (a) of this section. The Connecticut Training and Technical Assistance Center shall maintain records indicating when a traffic authority, or such authority's

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representative, completed such training.

Sec. 6. Subsection (b) of section 14-218a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(b) (1) Except as provided in subdivision (2) of this subsection, the Office of the State Traffic Administration shall establish a speed limit [of] not to exceed sixty-five miles per hour on [any] each multiple lane, limited access [highways] highway. The office shall establish speed limits that are suitable for [a speed limit of sixty-five miles per hour] each such highway, taking into consideration relevant factors including design, population of area and traffic flow.

(2) The Commissioner of Transportation may establish the speed limit on limited access highways during a weather event or an emergency, provided the commissioner erects electronic signs indicating such speed limit.

Sec. 7. Section 13b-212b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) There is established a Connecticut [Commuter Rail] Public Transportation Council which shall consist of fifteen members, [appointed with the advice and consent of the General Assembly,] all of whom shall be (1) [commuters] residents who regularly use the transportation services of the New Haven commuter railroad line which includes the New Canaan, Danbury and Waterbury branches of such line, (2) [commuters] residents who regularly use the transportation services of the [Shoreline] Shore Line East railroad line, [or] (3) residents [of a municipality in which the Commissioner of Transportation has proposed a new rail line or in which a rail line has commenced operation after July 1, 2013] who regularly use the transportation services of the Hartford railroad line, or (4) residents who regularly use public transit

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services funded by the state. Members shall be appointed as follows: (A) The Governor shall appoint four members; [ one of whom shall be the chief elected official of a municipality located on an operating or proposed new rail line;] (B) the president pro tempore of the Senate shall appoint [three] two members, one of whom regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the New Haven railroad line; (C) the speaker of the House of Representatives shall appoint [three] two members, one of whom regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the Hartford railroad line; (D) the majority leader of the Senate shall appoint one member; (E) the majority leader of the House of Representatives shall appoint one member; (F) the minority leader of the Senate shall appoint one member; [(E)] (G) the minority leader of the House of Representatives shall appoint one member; [(F)] (H) the chairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall each appoint one member, one of whom [shall be from a municipality in which the Commissioner of Transportation has proposed a new rail line or in which a rail line has commenced operation after July 1, 2013, and one of whom shall be from a municipality in which a station for the Shoreline East railroad line is located] regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the Shore Line East railroad line; and [(G)] (I) the ranking members of said committee shall jointly appoint one member who [shall be from a municipality served by the Danbury or Waterbury branches of the New Haven commuter railroad line] regularly uses public transit services funded by the state. Each member shall serve for a term of four years. All initial appointments to the council shall be made by August 1, [2013] 2023, and initial members shall serve a four-year term commencing on August 1, [2013] 2023, except that any member appointed prior to July 1, 2023, to serve on the former Connecticut Commuter Rail Council and serving on June 30, 2023, shall be deemed

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appointed to serve on the Connecticut Public Transportation Council and may continue to serve until the expiration of such member's term and a successor has qualified. Any vacancy shall be filled by the original appointing authority by appointment for the unexpired portion of any term. Members of the council shall serve until their respective successors are appointed. [and approved by the General Assembly.]

(b) [The] Notwithstanding the provisions of section 4-9a, the members of the council shall choose one of the members of the council to be chairperson of the council. A majority of the members of the council then in office shall constitute a quorum for the transaction of any business, and action shall be by vote of a majority of the members present at a meeting. The council shall meet at least once during each calendar quarter and at such other times as the chairperson deems necessary or upon the request of a majority of the members in office. Special meetings shall be held at the request of such majority after notice in accordance with the provisions of section 1-225. Any member who fails to attend fifty per cent of all meetings held during any calendar year or who fails to attend three consecutive meetings shall be deemed to have resigned from office. Not later than ten days after a vacancy occurs in the council or the resignation of a member, the chairperson shall notify the appointing authority of such vacancy or resignation.

(c) The Department of Transportation shall maintain records of each request for information and data received from the council and denote the status of any such request.

Sec. 8. Section 13b-212c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

The Connecticut [Commuter Rail] Public Transportation Council shall study and investigate all aspects of the daily operation of [commuter rail lines in] the commuter railroad systems and public transit services funded by the state, monitor their performance and

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recommend changes to improve the efficiency, equity and [the] quality of service [of the operation of such lines] on such commuter rail systems and public transit services. The council may request and shall receive, if available, from any department, division, board, bureau, commission, agency [,] or public authority of the state, or any political subdivision thereof, such assistance and data [as it requests and] that will enable it to properly carry out its activities for the purposes set forth in this section. The council shall also [work with the Department of Transportation to] serve as an advocate for customers of all commuter [lines in] railroad systems and public transit services funded by the state, [and shall make recommendations for improvements to such lines.] The Department of Transportation shall (1) submit monthly reports with information and data concerning the on-time performance and passenger ridership of the commuter railroad systems and public transit services funded by the state, and (2) make quarterly presentations at the meetings of the council concerning such reports and respond to reasonable inquiries made in advance of any meeting by the council. The council shall report its findings and recommendations annually on or before January fifteenth, to the Governor, the Commissioner of Transportation, the General Assembly, the Metro North Rail Commuter Council located in the state of New York and the management advisory board of the office of the inspector general of the Metropolitan Transportation Authority located in the state of New York. The council shall also annually present its findings and recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 9. (*Effective from passage*) On or before February 1, 2024, the Connecticut Public Transportation Council, established under section 13b-212b of the general statutes, as amended by this act, shall submit, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, a report regarding the



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organizational structure of the council and any recommendations to improve or modify such structure and the mission of the council.

Sec. 10. Section 20 of public act 21-175 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

The Commissioner of Transportation shall study the feasibility of (1) extending the Shore Line East rail line to the state of Rhode Island, (2) establishing a new passenger rail service from the town of New London to the town of Norwich, (3) establishing a new passenger train station in the town of Groton and the borough of Stonington, and (4) extending ground transportation systems in the eastern region of the state and providing interconnection between such systems and rail lines. The commissioner may seek and use any available federal funds to conduct such study. On or before [January] December 1, 2023, the commissioner shall submit the results of such study to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Sec. 11. Section 13b-103 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(a) (1) No person, association, limited liability company or corporation shall operate a motor vehicle in livery service until such person, association, limited liability company or corporation has obtained a permit from the Department of Transportation, specifying the nature and extent of the service to be rendered and certifying that public convenience and necessity will be improved by the operation and conduct of such livery service. Such permits shall be issued only after a written application for the same has been made and a public hearing has been held thereon. Upon receipt of such application, together with the payment of a fee of two hundred dollars, the department shall fix a time and place of hearing thereon, within a reasonable time, and shall

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promptly give written notice of the pendency of such application and of the time and place of such hearing to each applicant, the mayor of each city, the warden of each borough and the first selectman of each town, within which any such applicant desires to maintain an office or headquarters, to any carrier legally operating motor vehicles in livery service within the same territory and to other interested parties as determined by the department. (2) Notwithstanding the provisions of subdivision (1) of this subsection, the department may issue a permit for the operation of vehicles (A) having a capacity of less than eleven adults or to be used exclusively at funerals, weddings, christenings, processions or celebrations, without holding a hearing and certifying that public convenience and necessity would be improved by the operation of such vehicles, or (B) having a capacity of not less than eleven or more than fourteen adults and used for sightseeing and related purposes, without holding a hearing, provided the department issues a legal notice, as provided under section 1-2, of such application and no objection is filed with the department within thirty days of publication of such notice. (3) Notwithstanding the provisions of subdivision (1) of this subsection, the department may issue a temporary or permanent permit to any person, association, limited liability company or corporation operating a motor vehicle engaged in the transportation of passengers for hire by virtue of a contract with, or a lower tier contract for, any federal, state or municipal agency that (A) is in effect on July 1, 1997, with or without hearing, after a written application for the same has been made and the department has determined that the applicant meets the requirements of subsection (b) of this section except with respect to public convenience and necessity, or (B) becomes effective after July 1, 1997, with or without hearing, after a written application for the same has been made and the department has determined that the applicant meets the requirements of subsection (b) of this section. Any such permit issued under the provisions of this subdivision (i) shall be limited to service provided under any such contract, and (ii) with respect to any contract under the provisions of

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subparagraph (A) of this subdivision, shall not authorize a total number of motor vehicles exceeding the number required to provide service existing under such contract on July 1, 1997. (4) Notwithstanding the provisions of subdivision (1) of this subsection, the department shall issue to any person who has an intrastate livery permit for at least one year, upon the application of such person, up to two additional vehicle authorizations each year without a hearing and without written notice of the pendency of the application, if all the existing permits held by such person are registered and in use and if there are no outstanding violations or matters pending adjudication against such person. Such person may submit a second application for up to two additional vehicle authorizations each year. The department shall have thirty calendar days to issue such amended permit upon receipt of an application and the payment of the fee described in subdivision (1) of this subsection.

(b) In determining whether or not such a permit will be granted, the Department of Transportation shall take into consideration the present or future public convenience and necessity for the service the applicant proposes to render, the suitability of the applicant or the suitability of the management if the applicant is a limited liability company or corporation, the financial responsibility of the applicant, the ability of the applicant efficiently and properly to perform the service for which authority is requested and the fitness, willingness and ability of the applicant to conform to the provisions of this chapter and the requirements and regulations of the department under this chapter.

(c) Any interested party may bring a written petition to the Department of Transportation in respect to fares, service, operation or equipment, or the convenience, protection and safety of the public with regard to any carrier operating a motor vehicle in livery service. Thereupon, the department may fix a time and place for a hearing upon such petition and give notice thereof. No permit shall be sold or transferred until the department, upon written application to it setting

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forth the purpose, terms and conditions thereof and accompanied by a fee of two hundred dollars, after investigation, approves the same. The department may amend or, for sufficient cause shown, may suspend or revoke any such permit. The department may order appropriate corrective action as the department deems necessary, including, but not limited to, the attendance of a motor vehicle operator retraining program. The department may impose a civil penalty on any person or any officer of any association, limited liability company or corporation who violates any provision of this chapter or any regulation adopted under section 13b-102, as amended by this act, with respect to fares, service, operation, [or] equipment, management or staffing, in an amount not to exceed one thousand dollars per day for each violation. Prior to the imposition of a civil penalty under this subsection, the department shall provide notice to [said] such person or officer no later than fifteen business days after receipt of information concerning an alleged violation and shall provide an opportunity for a hearing.

[(d) The owner or operator of each motor vehicle in livery service shall display in such vehicle such permit or a memorandum thereof.]

[(e)] (d) (1) Any person who holds himself or herself out to be the operator of a motor vehicle in livery service who has not received a permit under this section shall be guilty of a class B misdemeanor.

(2) The state shall remit to a municipality fifty per cent of the fine amount received for a violation of subdivision (1) of this subsection with respect to each summons issued by such municipality. Each clerk of the Superior Court or the Chief Court Administrator, or any other official of the Superior Court designated by the Chief Court Administrator, shall, on or before the thirtieth day of January, April, July and October in each year, certify to the Comptroller the amount due for the previous quarter under this subsection to each municipality served by the office of the clerk or official.

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[[f)] (e) The Department of Transportation may revoke a permit issued under this section or section 13b-105 without a hearing, provided (1) the department sends a notice of revocation to the permit holder at the address of the permit holder on file with the department and (A) the notice is returned as undeliverable or could not be delivered, or (B) the permit holder fails to respond to the notice within the time period specified by the department in such notice, (2) the department conducts a physical inspection of the address of the permit holder on file with the department and determines that no livery service is operated at such address, and (3) no motor vehicle is registered by the permit holder with the Department of Motor Vehicles to be used as specified in the permit pursuant to section 13b-106.

Sec. 12. Subdivision (1) of subsection (a) of section 13b-102 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(a) (1) Each person, association, limited liability company or corporation owning or operating a motor vehicle in livery service shall be subject to the jurisdiction of the Department of Transportation, and the department may prescribe adequate service and reasonable rates and charges and prescribe and establish such reasonable regulations, in accordance with the provisions of chapter 54, with respect to fares, service, operation, [and] equipment, management and staffing as it deems necessary for the convenience, protection, safety and best interests of passengers and the public.

Sec. 13. Subsection (f) of section 13a-26 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(f) The provisions of this part restricting the use and accommodation of motor vehicle traffic on parkways to noncommercial vehicles shall not apply to use of the Merritt and Wilbur Cross Parkways by (1)

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taxicabs, as defined in section 13b-95, (2) vanpool vehicles, as defined in section 14-1, [or] (3) service buses, service buses for students with special needs, or two-axle, four-wheeled type II, registered school buses with a gross vehicle weight rating of ten thousand pounds or less, which are owned by or under contract to a public, private or religious school or public school district and which are engaged in the transportation of school children to and from school or school activities, provided (A) such service buses conform to the regulations establishing the maximum weight, length, height or width of vehicles permitted to use such parkways; (B) such school buses are not more than ninety-eight inches high, eighty-four inches wide and two hundred three inches long; and (C) such service buses for students with special needs are not more than one hundred twenty inches high, ninety inches wide and two hundred eighty-eight inches long, (4) vehicles with a gross vehicle weight rating of seven thousand five hundred pounds or less, even if such vehicles contain any branding, advertising or logos thereon, or (5) commercial motor vehicles used by an automobile club or association, licensed in accordance with the provisions of section 14-67, solely for the purpose of providing roadside assistance to vehicles located on the parkway, provided such commercial motor vehicles conform to the regulations establishing the maximum length, height or width of vehicles permitted to use such parkways. The Office of the State Traffic Administration shall adopt regulations, in accordance with chapter 54, establishing the maximum allowable length and height for any vanpool vehicle using said Merritt and Wilbur Cross Parkways and [, not later than July 1, 1984, publish in the Connecticut Law Journal a notice of intent to adopt proposed regulations, as defined in section 4-166,] reducing the maximum weight, length, height or width of, or limiting the registration classes of, motor vehicles permitted to use such parkways, in order to fully carry out the prohibition on the operation of commercial motor vehicles on such parkways.

Sec. 14. (NEW) (*Effective October 1, 2023*) (a) For the purposes of this

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section, (1) "commercial motor vehicle" means any motor vehicle designed or used to transport merchandise or freight and bearing commercial registration, and (2) "parkway" has the same meaning as provided in section 13a-26, as amended by this act.

(b) No person shall operate any commercial motor vehicle, nor shall the owner or lessee of any commercial motor vehicle allow such motor vehicle to be operated, upon a parkway in this state.

(c) The provisions of subsection (b) of this section shall not apply to a person operating a commercial motor vehicle upon a parkway pursuant to subdivision (4) or (5) of subsection (f) of section 13a-26 of the general statutes, as amended by this act, or any regulation adopted by the Office of State Traffic Administration under section 14-298 of the general statutes.

(d) Any person who violates the provisions of this section shall, for a first violation, be fined five hundred dollars and, for any subsequent violation, be fined one thousand dollars. Such fines shall be assessed against the owner of a commercial motor vehicle when the owner, the owner's agent or employee is the operator of such vehicle, or against the lessee of such vehicle when the lessee, the lessee's agent or employee is the operator of a leased or rented commercial motor vehicle.

Sec. 15. Subsection (b) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(b) Notwithstanding any provision of the general statutes, any person who is alleged to have committed (1) a violation under the provisions of section 1-9, 1-10, 1-11, 2-71h, 4b-13, 7-13, 7-14, 7-35 or 7-41, subsection (c) of section 7-66, section 7-83, 7-147h, 7-148, 7-148f, 7-148o, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-185, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 10a-35, 12-52, 12-54, 12-129b or 12-170aa, subdivision

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(3) of subsection (e) of section 12-286, section 12-286a, 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-476c, or 12-487, section 14 of this act, section 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-253, 13a-263 or 13b-39f, subsection (f) of section 13b-42, section 13b-90 or 13b-100, subsection (a) of section 13b-108, section 13b-221 or 13b-292, subsection (a) or (b) of section 13b-324, section 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414 or 14-4, subdivision (2) of subsection (a) of section 14-12, subsection (d) of section 14-12, subsection (f) of section 14-12a, subsection (a) of section 14-15a, section 14-16c, 14-20a or 14-27a, subsection (f) of section 14-34a, subsection (d) of section 14-35, section 14-43, 14-44j, 14-49, 14-50a, 14-58 or 14-62a, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, subsection (f) or (i) of section 14-80h, section 14-97a or 14-98, subsection (a), (b) or (d) of section 14-100a, section 14-100b, 14-103a, 14-106a, 14-106c, 14-145a or 14-146, subsection (b) of section 14-147, section 14-152, 14-153, 14-161 or 14-163b, subsection (f) of section 14-164i, section 14-213b or 14-219, subdivision (1) of section 14-223a, subsection (d) of section 14-224, as amended by this act, section 14-240, 14-250, 14-253a, 14-261a, 14-262, 14-264, 14-266, 14-267a, 14-269, 14-270, 14-272b, 14-274, 14-275 or 14-275a, subsection (c) of section 14-275c, section 14-276, subsection (a) or (b) of section 14-277, section 14-278, 14-279 or 14-280, subsection (b), (e) or (h) of section 14-283, section 14-283d, 14-283e, 14-283f, 14-283g, 14-291, 14-293b, 14-296aa, 14-298a, 14-300, as amended by this act, 14-300d, 14-300f, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, section 15-15e, 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-15, 16-16, 16-44, 16-256e, 16-278 or 16a-15, subsection (a) of section 16a-21, section 16a-22, subsection (a) or (b) of section 16a-22h, section 16a-106, 17a-24, 17a-145, 17a-149 or 17a-152, subsection (b) of section 17a-227, section 17a-465, subsection (c) of section 17a-488, section 17b-



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124, 17b-131, 17b-137, 19a-33, 19a-39 or 19a-87, subsection (b) of section 19a-87a, section 19a-91, 19a-102a, 19a-102b, 19a-105, 19a-107, 19a-113, 19a-215, 19a-216a, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340, 19a-425, 19a-442, 19a-502, 19a-565, 20-7a, 20-14, 20-153a, 20-158, 20-231, 20-233, 20-249, 20-257, 20-265, 20-324e, 20-329c or 20-329g, subsection (b) of section 20-334, section 20-341l, 20-366, 20-482, 20-597, 20-608, 20-610, 20-623, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48 or 21-63, subsection (d) of section 21-71, section 21-76a or 21-100, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-20 or 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26 or 21a-30, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63, 21a-70b or 21a-77, subsection (b) or (c) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, section 21a-278b, subsection (c), (d) or (e) of section 21a-279a, section 21a-421eee, 21a-421fff, 21a-421hhh, subsection (a) of section 21a-430, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-30, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61l, subdivision (1) of subsection (n) of section 22-61l, subsection (f) of section 22-61m, subdivision (1) of subsection (f) of section 22-61m, section 22-84, 22-89, 22-90, 22-96, 22-98, 22-99, 22-100 or 22-111o, subsection (d) of section 22-118l, section 22-167, subsection (c) of section 22-277, section 22-278, 22-279, 22-280a, 22-318a, 22-320h, 22-324a or 22-326, subsection (b), subdivision (1) or (2) of subsection (e) or subsection (g) of section 22-344, subsection (a) or (b) of section 22-344b, section 22-344c, subsection (d) of section 22-344d, section 22-344f, 22-350a, 22-354, 22-359, 22-366, 22-391, 22-413, 22-414, 22-415, 22-415c, 22a-66a or 22a-246, subsection (a) of section 22a-250, section 22a-256g, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-450, 22a-461, 23-4b, 23-38, 23-45, 23-46 or 23-61b, subsection (a) or subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-43, 26-49, 26-54, 26-55, 26-56, 26-58 or

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26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64, subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-114a, 26-117, subsection (b) of section 26-127, 26-128, 26-128a, 26-131, 26-132, 26-138, 26-139 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-231, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-280, 26-284, 26-285, 26-286, 26-287, 26-288, 26-290, 26-291a, 26-292, 26-294, 27-107, 28-13, 29-6a, 29-16, 29-17, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e), (g) or (h) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section 29-291c, section 29-316 or 29-318, subsection (b) of section 29-335a, section 29-381, 30-19f, 30-48a or 30-86a, subsection (b) of section 30-89, subsection (c) or (d) of section 30-117, section 31-3, 31-10, 31-11, 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-38, 31-40, 31-44, 31-47 or 31-48, subsection (b) of section 31-48b, section 31-51, 31-51g, 31-52, 31-52a, 31-53 or 31-54, subsection (a) or (c) of section 31-69, section 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-273, section 31-288, 31-348, 33-624, 33-1017, 34-13d or 34-412, subdivision (1) of section 35-20, subsection (a) of section 36a-57, subsection (b) of section 36a-665, section 36a-699, 36a-739, 36a-787, 38a-2 or 38a-140, subsection (a) or (b) of section 38a-278, section 38a-479qq, 38a-479rr, 38a-506, 38a-548, 38a-626, 38a-680, 38a-713, 38a-733, 38a-764, 38a-786, 38a-828, 38a-829, 38a-885, 42-133hh, 42-230, 42-470 or 42-480, subsection (a) or (c) of section 43-16q, section 45a-283, 45a-450, 45a-634 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46a-81b, 46b-22, 46b-24, 46b-34, 46b-38d, 47-34a, 47-47 or 47-53, subsection (i) of section 47a-21, subdivision (1) of subsection (k) of section 47a-21, section 49-2a, 49-8a, 49-16, 52-143 or 52-289, subsection (j) of section 52-362, section 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-290a, 53-302a, 53-303e, 53-311a, 53-314, 53-321, 53-322, 53-323 or 53-331, subsection (b) of section 53-343a, section 53-344, subsection (b) or (c) of section 53-344b, subsection (b) of section 53-345a,

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section 53-377, 53-422 or 53-450 or subsection (i) of section 54-36a, or (2) a violation under the provisions of chapter 268, or (3) a violation of any regulation adopted in accordance with the provisions of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or bylaw of any town, city or borough, except violations of building codes and the health code, for which the penalty exceeds ninety dollars but does not exceed two hundred fifty dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, shall follow the procedures set forth in this section.

Sec. 16. Section 13b-39a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

[(a) The executive director of the Connecticut Airport Authority shall establish a program of registration for all aircraft in the state, in accordance with which the] The owner of any aircraft, as defined in subdivision (5) of section 15-34, which is based or primarily used at any airport facility, heliport, air navigation facility, restricted landing area or seaplane base in a municipality within this state shall, not later than October 1, 1993, and annually thereafter, be required to register with the municipality in which such aircraft is based or primarily used, by filing an application form, or renewal thereof, and paying the appropriate registration fee, as provided for in section 12-71, this section and section 13b-39b, as amended by this act. The owner of any aircraft which is based or primarily used at any such air navigation facility or restricted landing area in this state shall register such aircraft not later than July 1, 1994, and annually thereafter not later than the first of October. Any aircraft shall be deemed to be based or primarily used in a municipality when in the normal course of its use, it leaves from and returns to or remains at one or more points within the municipality more often or longer than at any other single location outside of the municipality.

[(b) The executive director, subject to the provisions of section 1-121,

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shall adopt such rules and procedures as deemed necessary by said executive director to implement the provisions of section 12-71, this section and sections 13b-39b to 13b-39g, inclusive.]

Sec. 17. Section 13b-39b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

The executive director of the Connecticut Airport Authority shall prepare and distribute to each municipality in which aircraft are based or primarily used, forms and decals for the registration of aircraft and the renewal of such registrations. [The registration forms shall contain such information as the authority may prescribe, including, but not limited to, information concerning (1) the form and identity of ownership, including information as to whether such ownership is by an individual, partnership, corporation or other entity, (2) the type of aircraft, including the year of manufacture, the manufacturer, the model and the certified gross weight, (3) the Federal Aviation Certificate number, and (4) the location at which such aircraft is based or primarily used in this state.] Each municipality shall designate a municipal registration official who may be an official or employee of the municipality or of any airport facility, heliport or seaplane base located within the municipality, to utilize the information obtained pursuant to section 13b-49a, as amended by this act, and perform the duties of registration of aircraft as set forth in sections 13b-39a to 13b-39g, inclusive, as amended by this act, and shall furnish to the executive director, in writing, the name, address and telephone number of each such official. The municipality shall immediately notify the executive director upon any changes relative to the municipal registration official.

Sec. 18. Section 13b-39d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

The owner shall pay a fee to the municipal registration official for each aircraft so numbered or registered in accordance with the

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following schedule:

Gross Weight (lbs.)	Fee
Less than 3,000	\$90.00
3,001 - 4,500	250.00
4,501 - 8,000	700.00
8,001 - 12,500	1,500.00
12,501 and over	2,500.00

Aircraft manufactured before 1946 shall pay the lesser of one hundred dollars or the fee as required on the basis of gross weight as set forth in this section. [The executive director may establish, by procedures adopted in accordance with the provisions of section 1-121, a uniform schedule for the expiration and renewal of registrations and may prorate the fees in this section accordingly.] Any person or firm that acquires ownership of an aircraft shall obtain a new registration in the name of such owner within thirty days of the date of such acquisition, provided no additional registration fee shall be payable in cases where one or more new ownership interests are being added to the registration or in cases of legal change of name of the registrant. All registrations shall be renewed within thirty days of the date of expiration as stated in the certificate. If a valid certificate or number decal is lost, mutilated or destroyed, the aircraft owner shall notify the municipal registration official within fifteen days, and such owner shall be issued a duplicate certificate or number decal upon payment of a fee of five dollars.

Sec. 19. Section 13b-39g of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

Each municipality which issues and renews registrations for aircraft in accordance with this section and sections 13b-39a to [13b-39g] 13b-39f, inclusive, as amended by this act, may retain for its own use and purposes, as a grant in lieu of property taxes, all revenue received from

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the receipt of aircraft registration fees. [Each] On or before February 1, 2024, and annually thereafter, each such [participating] municipality shall furnish the executive director with [such reports] a report concerning [the total amount of fees received pursuant to sections 12-71 and 13b-39a to 13b-39g, inclusive,] the number of registrations issued, the names of registrants and the descriptions of aircraft registered during the preceding calendar year.

Sec. 20. Section 13b-50 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) The executive director of the Connecticut Airport Authority is authorized to cooperate with the government of the United States or any agency or department thereof in the acquisition, construction, improvement, maintenance and operation of airports, heliports, landing fields and other aeronautical facilities in this state where federal financial aid is received and to comply with the provisions of the laws of the United States and any regulations made thereunder for the expenditure of federal moneys upon such airports, heliports and facilities. The executive director is authorized to accept, receive and receipt for federal or other moneys for and on behalf of this state or any political subdivision thereof for the acquisition, construction, improvement, maintenance and operation of facilities within this state. All moneys accepted for disbursement by the executive director pursuant to this subsection shall be [deposited in the state treasury and] disbursed in accordance with the provisions of the respective grants.

(b) Any municipality is authorized to accept, receive and receipt for federal moneys and other moneys, either public or private, for the acquisition, construction, enlargement, improvement, maintenance, equipment or operation of airports and other air navigation facilities and sites therefor and to comply with the provisions of the laws of the United States and any rules and regulations made thereunder for the expenditure of federal moneys upon such airports and facilities. No

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municipality shall submit to the administrator of civil aeronautics of the United States any project application under the provisions of Section 9(a) of Public Law 377, 79th Congress, or any amendment thereof, unless the project and the project application have been approved by the executive director.

(c) Any municipality is authorized to designate by ordinance the executive director as its agent to accept, receive and receipt for federal moneys in its behalf for airport purposes and to contract for the acquisition, construction, enlargement, improvement, maintenance, equipment or operation of such airports or other air navigation facilities, and may enter into an agreement with the executive director prescribing the terms and conditions of such agency in accordance with federal laws, rules and regulations and applicable laws of this state. Such moneys as are paid by the United States government shall be paid to such municipality under such terms and conditions as may be imposed by the United States in making such grant.

(d) All contracts for the acquisition, construction, enlargement, improvement, maintenance, equipment or operation of airports or other air navigation facilities, made by the municipality itself or through the executive director, shall be made pursuant to the laws of this state governing the making of like contracts; provided, where such acquisition, construction, improvement, enlargement, maintenance, equipment or operation is financed wholly or partly with federal moneys, the municipality, or the executive director as its agent, may let contracts in the manner prescribed by the federal authorities, acting under the laws of the United States, and any rules or regulations made thereunder, notwithstanding any other state law to the contrary.

(e) The executive director may render financial assistance by grant of funds to any municipality or municipalities acting jointly in the planning, acquisition, construction or improvement of an airport owned or controlled, or to be owned or controlled, by such municipality or

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municipalities. [, out of appropriations made by the General Assembly for such purposes.] Such financial assistance may be furnished in connection with federal or other financial aid for the same purposes for not more than seventy-five per cent of the cost exclusive of federal aid. The executive director may establish procedures to be followed in granting funds under this subsection and may prescribe forms to be used in connection therewith.

(f) The executive director may, whenever the executive director considers such assistance desirable or feasible, make available engineering and other technical services of the executive director, with or without charge, to any municipality or owner of a commercial airport requesting such services in connection with the planning, acquisition, construction, improvement, maintenance or operation of airports or aeronautical facilities.

(g) Any town, city or borough may lease any airport or contract for any airport facilities or privileges from any person, firm or corporation, municipal or private, operating a municipal or private airport in any location which has been approved by the executive director.

Sec. 21. Section 13b-47 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) In determining whether to issue a certificate of approval or license for the use or operation of any proposed [commercial] public use air navigation facility, the executive director of the Connecticut Airport Authority shall take into consideration (1) its proposed location, size and layout, (2) its relationship to any comprehensive plan for state-wide and nation-wide development, (3) the availability of areas suitable for safe future expansion, (4) the freedom of adjoining areas from obstructions based on a proper glide ratio, (5) the nature of the terrain and of the uses to which the proposed [airport] facility will be put, and (6) the possibilities for future development. Prior to the issuance of a



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certificate of approval, license or license renewal, each proposed or existing public use air navigation facility shall provide documentation to the authority, in such form as the executive director may prescribe, that the factors described in subdivisions (1) to (6), inclusive, of this subsection demonstrate that such facility will provide or currently provides for safe aircraft operations.

(b) In determining whether to issue a certificate of approval or license for the use or operation of any proposed private use air navigation facility, the executive director shall take into consideration: (1) Its proposed location, size and layout; (2) the freedom of adjacent areas from obstructions based on a proper glide ratio; (3) the nature of the terrain and the uses to which the proposed air navigation facility will be put; (4) the type of equipment to be utilized and the flight experience of the operator; (5) the amount of noise to be produced at such facility; and (6) such other factors as the executive director deems appropriate. Prior to the issuance of a certificate of approval, license or license renewal, each proposed or existing private use air navigation facility shall provide documentation to the authority, in such form as the executive director may prescribe, that the factors described in subdivisions (1) to (6), inclusive, of this subsection demonstrate that such facility will provide or currently provides for safe aircraft operations.

Sec. 22. Section 13b-49a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) Not later than July thirty-first annually, the owner or operator of any airport, heliport, restricted landing area, seaplane base or other air navigation facility licensed under the provisions of section 13b-46 shall submit to the executive director and the municipality in which the aircraft is based, the following information with respect to an aircraft which is based or primarily used at such facility as of July first of such year: (1) The [name] identity and address of the owner [thereof] and form of ownership, including information as to whether the owner is an

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individual, partnership, corporation or other entity; (2) the type of aircraft, including the year of manufacture, the manufacturer, the model and the certified gross weight; and (3) the Federal Aviation Aircraft Registration number. [The executive director shall forward such information to the municipality in which an aircraft is based.]

(b) The executive director, after notice and opportunity for hearing, may suspend or revoke the license of any such facility in the event the owner or operator thereof knowingly or intentionally fails to comply with the provisions of subsection (a) of this section.

Sec. 23. Section 13b-50a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

The following initiatives shall be established to preserve Connecticut's licensed privately owned, publicly used airports which have a paved runway and a minimum of five thousand operations per year: (1) The state shall have the right of first refusal to purchase, via fair market value and state property acquisition procedures, an airport, if that airport is threatened with sale or closure, for the express purpose of preserving the airport; (2) the executive director may acquire the development rights, based on fair market value for such rights, of such airports, provided the airport remains a public airport; (3) the state [shall] may fund capital improvements to private airports, in which case the state [shall participate in] may fund not more than ninety per cent of the eligible costs and the balance by the sponsor, with budget and priorities to be determined by the executive director, and engineering in accordance with Federal Aviation Administration Advisory Circulars; and (4) the establishment of a new airport zoning category for the airport's imaginary surfaces as defined by Federal Aviation Regulations and a program to mitigate noise in airport neighborhoods in which the noise exceeds applicable Federal Aviation Administration standards. Such program may be combined with existing energy conservation programs. Funding for such program shall be from available federal

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resources.

Sec. 24. Section 15-44 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

The executive director [, and] of the Connecticut Airport Authority, aeronautics inspectors of the authority, [and] each state, county and municipal officer charged with the enforcement of state and municipal laws and each special police officer, appointed under section 29-19, shall enforce and assist in the enforcement of this chapter and of all regulations made pursuant thereto, and of all other laws of this state relating to aeronautics.

Sec. 25. Subsection (a) of section 15-76 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) The executive director of the Connecticut Airport Authority, any employee of the authority, any officer attached to an organized police department, any state police officer or any constable, within his or her precinct, upon discovery of any aircraft apparently abandoned, whether situated within or without any airport or landing field in this state, shall take such aircraft into custody and may cause the same to be taken to and stored in a suitable place. All charges necessarily incurred by such person in the performance of such duty shall be a lien upon such aircraft. The owner or keeper of any hangar or other place where such aircraft is stored shall have a lien upon the same for storage charges. If such aircraft has been so stored for a period of ninety days, such owner or keeper may sell the same at public auction for cash, at such owner's or keeper's place of business, and apply the avails of such sale toward the payment of such owner's or keeper's charges and the payment of any debt or obligation incurred by the person who placed the same in storage, provided such sale shall be advertised three times in a newspaper published or having a circulation in the town where such

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hangar or other place is located, such advertisement to commence at least five days before such sale; and, if the last place of abode of the owner of such aircraft is known to or may be ascertained by such hangar owner or keeper by the exercise of reasonable diligence, notice of the time and place of sale shall be given such owner by mailing such notice to the owner in a registered or certified letter, postage paid, at such last usual place of abode, at least five days before the time of sale. The proceeds of such sale, after deducting the amount due such hangar owner or keeper and all expenses connected with such sale, including the expenses of the officer who placed such aircraft in storage, shall be paid to the owner of such aircraft or the owner's legal representatives, if claimed by such owner or representatives, at any time within one year from the date of such sale. If such balance is not claimed within [said] such period, it shall escheat to the [state] authority.

Sec. 26. Section 15-90 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

[The executive director of the Connecticut Airport Authority is directed to] Each publicly owned airport owner or operator shall formulate and adopt, and [from time to time as may be] revise as necessary, [revise,] an airport approach plan. [for each publicly owned airport in the state.] Each such plan shall indicate the circumstances in which structures or trees or both are or would be airport hazards, the area within which measures for the protection of the airport's aerial approaches should be taken and what the height limits and other objectives of such measures should be. In adopting or revising any such plan, [the executive director] such owner or operator shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the nature of the terrain, the height of existing structures and trees above the level of the airport, the practicability of lowering or removing existing obstructions and all other material matters. [, and the executive director] Such owner or

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operator may obtain and consider the views of the agency of the federal government charged with the fostering of civil aeronautics as to the aerial approaches necessary to safe flying operations at the airport.

Sec. 27. Section 15-101m of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

[(a)] Subject to the provisions of the general statutes and resolution authorizing the issuance of bonds pursuant to subsection (a) of section 15-101l, the [Commissioner of Transportation is authorized to] executive director of the Connecticut Airport Authority shall fix, revise, charge and collect rates, rents, fees and charges for the use of and for the services furnished or to be furnished by the facilities of Bradley International Airport and to contract with any person, partnership, association or corporation, or other body, public or private, in respect thereof. [except that, the commissioner shall not impose any fee, charge or commission on the gross revenues of off-airport parking operators for the right to access said airport that exceeds five per cent of such gross revenues for calendar quarters commencing on or after July 1, 1997, and prior to July 1, 1998, and four per cent of such gross revenues for calendar quarters commencing on or after July 1, 1998.] Such rates, rents, fees and charges shall be fixed and adjusted in respect of the aggregate of rates, rents, fees and charges from the operation of Bradley International Airport so as to provide funds sufficient with other revenues or moneys available therefor, if any, (1) to pay the cost of maintaining, repairing and operating the facilities of Bradley International Airport and each and every portion thereof, to the extent that the payment of such cost has not otherwise been adequately provided for, (2) to pay the principal of and the interest on any outstanding revenue obligations of the state or the authority issued in respect of the project as the same shall become due and payable, and (3) to create and maintain reserves and sinking funds required or provided for in any resolution authorizing, or trust agreement securing, such

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bonds. A sufficient amount of the revenues as may be necessary to pay the cost of maintenance, repair and operation and to provide reserves and for renewals, replacements, extensions, enlargements and improvements as may be provided for in the resolution authorizing the issuance of any bonds or in the trust agreement securing the same, shall be set aside at such regular intervals as may be provided in such resolution or trust agreement in a reserve, sinking or other similar fund which is hereby pledged to, and charged with, the payment of the principal of and the interest on such bonds as the same shall become due, and the redemption price or the purchase price of bonds retired by call or purchase as therein provided. The use and disposition of moneys to the credit of such reserve, sinking or other similar fund shall be subject to the provisions of the resolution authorizing the issuance of such bonds or of such trust agreement.

[(b) The Department of Transportation shall designate the beginning and ending dates of the fiscal year for the operation of Bradley International Airport. Each year, within ninety days prior to the beginning of the next ensuing fiscal year, the Department of Transportation shall prepare and submit to the Secretary of the Office of Policy and Management an annual operating budget for Bradley International Airport for such fiscal year, providing for (1) payment of the costs of maintaining, repairing and operating the facilities of Bradley International Airport and each and every portion thereof during such fiscal year, to the extent that the payment of such costs has not otherwise been adequately provided for, (2) the payment of the principal of and interest on any outstanding revenue obligations of the state issued in respect of the project and becoming due and payable in such fiscal year and (3) the creation and maintenance of reserves and sinking funds required or provided for in any resolution authorizing, or trust agreement securing, such bonds. Such annual operating budget shall include an estimate of revenues from the rates, rents, fees and charges fixed by the Department of Transportation pursuant to subsection (a),

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and from any and all other sources, to meet the estimated expenditures of Bradley International Airport for such fiscal year. Within thirty days prior to the first day of such fiscal year the Secretary of the Office of Policy and Management shall approve said annual operating budget, with such changes, amendments, additions and deletions as shall be agreed upon prior to that date by the Department of Transportation and the Secretary of the Office of Policy and Management. The annual operating budget of Bradley International Airport as so approved shall take effect as of the date of its approval. On or before the twentieth day of each month, including the month next preceding the first month of the fiscal year to which the annual operating budget applies, the Treasurer or the trustee under any trust indenture securing the bonds issued under subsection (a) of section 15-101l shall pay to the Department of Transportation out of the funds available for such purpose such amount as may be necessary to make the amount then held by said department for the payment of operating expenses of Bradley International Airport equal to such amount as shall be necessary for the payment of such operating expenses during the next ensuing two months, as shown by the annual operating budget for such fiscal year. Except as otherwise provided in sections 15-101k to 15-101p, inclusive, either expressly or by implication, all provisions of the general statutes governing state employees and state property, and all other provisions of the general statutes applicable to Bradley International Airport, shall continue in effect. All pension, retirement or other similar benefits vested or acquired at any time before or after July 1, 1981, with respect to any state employees shall continue unaffected and as if the salaries and wages of such employees continued to be paid out of the general funds of the state.

(c) On the day the Department of Transportation submits an annual operating budget for Bradley International Airport to the Secretary of the Office of Policy and Management pursuant to subsection (b) of this section, the department shall submit a copy of such budget to the joint

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standing committee of the General Assembly having cognizance of matters relating to appropriations and the budgets of state agencies, through the legislative Office of Fiscal Analysis. Upon the approval of the annual operating budget, the department shall submit a copy of the budget as so approved to said joint standing committee, through the Office of Fiscal Analysis.]

Sec. 28. Subsection (b) of section 15-120ii of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(b) The authority shall designate the beginning and ending dates of the fiscal year for the operation of Bradley, the general aviation airports and any other airports. [Each year, within thirty days prior to the beginning of the next ensuing fiscal year, the] The authority shall approve an annual operating budget for Bradley, the general aviation airports and any other airports for each such fiscal year, providing for (1) payment of the costs of maintaining, repairing and operating the facilities of Bradley, the general aviation airports and any other airports and each and every portion thereof during such fiscal year, to the extent that the payment of such costs has not otherwise been adequately provided for, (2) the payment of the principal of and interest on any outstanding revenue obligations of the authority, including obligations of the state that may be assumed by the authority, becoming due and payable in such fiscal year, and (3) the creation and maintenance of reserves and sinking funds, and compliance with rate covenants, required, permitted or provided for in any resolution authorizing, or trust agreement securing, such obligations. Such annual operating budget shall include an estimate of revenues from the rates, rents, fees and charges fixed by the authority pursuant to subsection (a) of this section, and from any and all other sources, to meet the estimated expenditures of Bradley, the general aviation airports and any other airports for such fiscal year. The annual operating budget of Bradley,



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the general aviation airports and any other airports as so approved shall take effect as of the date of its approval. On or before the twentieth day of each month, including the month next preceding the first month of the fiscal year to which the annual operating budget applies, the authority or the trustee under any trust indenture securing the bonds issued under section 15-120ff, at the direction of the authority, shall transfer to operating advance accounts established by the authority from the funds available for such purpose such amount as may be necessary to make the amount then held within such accounts for the payment of operating expenses of Bradley, the general aviation airports and any other airports equal to such amount as shall be necessary for the payment of such operating expenses during the next ensuing two months, as shown by the annual operating budget for such fiscal year. Except as otherwise provided in sections 15-120aa to 15-120oo, inclusive, either expressly or by implication, all provisions of the general statutes governing state employees and state property, and all other provisions of the general statutes applicable to Bradley, the general aviation airports and any other airports, shall continue in effect. All pension, retirement or other similar benefits vested or acquired at any time before or after July 1, 1981, with respect to any state employees shall continue unaffected and as if the salaries and wages of such employees continued to be paid out of the general funds of the state.

Sec. 29. Subsection (d) of section 13b-97 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(d) Any person, association, limited liability company or corporation which has obtained a certificate under subsection (a) of this section, after providing proof that service has been active [, adequate within the territory specified in such certificate] and in compliance with all relevant statutes and regulations, [for a period of not less than two years since such certificate was obtained,] may solicit, receive and discharge taxicab

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passengers at Bradley International Airport, subject to formal agreement with the [Commissioner of Transportation provided such agreement shall not take precedence over its obligation to provide taxicab service within the territory specified in such certificate] executive director of the Connecticut Airport Authority. Any such person, association, limited liability company or corporation may discharge taxicab passengers received at such airport within a territory other than the territory specified in its certificate. The [commissioner] executive director may charge and collect a reasonable fee from any such person, association, limited liability company or corporation for the privilege of solicitation of such passengers.

Sec. 30. (NEW) (*Effective October 1, 2023*) (a) No person shall operate, nor any owner permit operation of, an aircraft based or hangered in this state unless there is a liability insurance policy on such aircraft that covers the owner and pilot for claims by passengers or other persons for any injuries to such passengers or other persons or their property that might arise out of the operation of such aircraft.

(b) The liability insurance shall provide coverage of at least (1) five hundred thousand dollars for damages by reason of bodily injury or death or for property damages per accident, and (2) one hundred thousand dollars for damages by reason of bodily injury or death or for property damages per passenger seat.

(c) Each owner or operator of an air navigation facility in the state shall maintain a list of aircraft based or hangered at such air navigation facility. Such list shall include for each such aircraft: (1) The registration number, type and model of the aircraft, (2) the name and address of the owner or operator of the aircraft, (3) the period of time the aircraft has been based or hangered at the air navigation facility, (4) the liability insurance policy or binder number, (5) the name of the insurance company as shown on the liability insurance policy, and (6) the name of the liability insurance agent or broker.

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(d) The owner or operator of an aircraft based or hangered in the state shall provide proof of aircraft liability insurance satisfying the coverage required pursuant to this section upon request of the executive director of the Connecticut Airport Authority, any official of the authority or a law enforcement officer.

(e) The provisions of this section shall not apply to aircraft regulated under 14 CFR 205, as amended from time to time.

Sec. 31. Section 15-120bb of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(a) There is hereby established and created a body politic and corporate, constituting a public instrumentality and political subdivision of the state of Connecticut established and created for the performance of an essential public and governmental function, to be known as the Connecticut Airport Authority. The authority shall not be construed to be a department, institution or agency of the state.

(b) The powers of the authority shall be vested in and exercised by a board of directors, which shall consist of eleven members, appointed as follows: (1) (A) The Treasurer or the Treasurer's designee, (B) the Commissioner of Transportation or the commissioner's designee, and (C) the Commissioner of Economic and Community Development or the commissioner's designee, each serving *ex officio*; (2) one appointed by the speaker of the House of Representatives for a term of four years; (3) one appointed by the minority leader of the House of Representatives for a term of four years; (4) one appointed by the president pro tempore of the Senate for a term of four years; and (5) one appointed by the minority leader of the Senate for a term of four years. Thereafter, such members of the General Assembly shall appoint members of the board to succeed such appointees whose terms expire and each member so appointed shall hold office for a period of four years from the first day of July in the year of his or her appointment. The

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Governor shall appoint four members to the board as follows: (A) Two members for two years; and (B) two members for four years. Thereafter, the Governor shall appoint members of the board to succeed such appointees whose terms expire and each member so appointed shall hold office for a period of four years from July first in the year of his or her appointment. Appointed directors shall have business and management experience and shall include individuals who have experience and expertise in one or more of the following areas: (i) Financial planning, (ii) budgeting and assessment, (iii) marketing, (iv) master planning, (v) aviation, and (vi) transportation management.

(c) Appointed directors may not designate a representative to perform in their absence their respective duties under this section. Any appointed director who fails to attend three consecutive meetings of the board or who fails to attend fifty per cent of all meetings of the board held during any calendar year shall be deemed to have resigned from the board. Any vacancy occurring other than by expiration of term shall be filled in the same manner as the original appointment for the balance of the unexpired term.

(d) The board of directors of the authority shall appoint an executive director who shall not be a member of the board and who shall serve at the pleasure of the board and receive such compensation as shall be fixed by the board. The executive director shall be the chief administrative officer of the authority and shall direct and supervise administrative affairs and technical activities in accordance with the directives of the board. The executive director shall approve all accounts for salaries, allowable expenses of the authority or of any employee or consultant thereof, and expenses incidental to the operation of the authority. The executive director shall perform such other duties as may be directed by the board in carrying out the purposes of subdivision (12) of section 1-79, sections 1-120, 1-124 and 1-125, subsection (f) of section 4b-3, sections 13b-4 and 13b-42, subsection (a) of section 13b-44 and

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sections 15-101aa and 15-120aa to 15-120oo, inclusive. The executive director shall be exempt from the classified service. The executive director shall attend all meetings of the board, keep a record of the proceedings of the authority and shall maintain and be custodian of all books, documents and papers filed with the authority and of the minute book or journal of the authority and of its official seal. The executive director may cause copies to be made of all minutes and other records and documents of the authority and may give certificates under the official seal of the authority to the effect that such copies are true copies, and all persons dealing with the authority may rely upon such certificates.

(e) Each director shall be entitled to reimbursement for such director's actual and necessary expenses incurred during the performance of such director's official duties.

(f) Directors may engage in private employment, or in a profession or business, subject to any applicable laws, rules and regulations of the state or federal government regarding official ethics or conflict of interest.

(g) Six directors of the authority shall constitute a quorum for the transaction of any business or the exercise of any power of the authority. For the transaction of any business or the exercise of any power of the authority, and except as otherwise provided in this section, the authority may act by a majority of the directors present at any meeting at which a quorum is in attendance.

(h) The board may delegate to six or more directors such board powers and duties as it may deem necessary and proper in conformity with the provisions of this section and its bylaws.

(i) The appointing authority for any director may remove such director for inefficiency, neglect of duty or misconduct in office after

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giving the director a copy of the charges against the director and an opportunity to be heard, in person or by counsel, in the director's defense, upon not less than ten days' notice. If any director shall be so removed, the appointing authority for such director shall file in the office of the Secretary of the State a complete statement of charges made against such director and the appointing authority's findings on such statement of charges, together with a complete record of the proceedings.

(j) The authority shall continue as long as it has bonds or other obligations outstanding and until its existence is terminated by law. Upon the termination of the existence of the authority, all its rights and properties shall pass to and be vested in the state of Connecticut.

(k) Notwithstanding any provision of the general statutes, it shall not constitute a conflict of interest for a trustee, director, partner or officer of any person, firm or corporation, or any individual having a financial interest in a person, firm or corporation, to serve as a director of the authority, provided such trustee, director, partner, officer or individual shall abstain from deliberation, action or vote by the authority in specific respect to such person, firm or corporation.

(l) The Governor shall appoint the chairperson of the board, who shall serve for a term of four years. The board shall elect from its members a vice chairperson and such other officers as it deems necessary. Vacancies among any officers shall be filled within thirty days following the occurrence of such vacancy in the same manner as the original selection. Said board shall establish bylaws to govern its procedures and shall appoint such committees and advisory boards as may be convenient or necessary in the transaction of its business.

(m) The initial members of the board may begin service immediately upon appointment, but shall not serve past the sixth Wednesday of the next regular session of the General Assembly unless qualified in the

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manner provided in section 4-7. Thereafter, all appointments shall be made with the advice and consent of both houses of the General Assembly, in the manner provided in section 4-19.

[(n) The executive director of the Connecticut Airport Authority shall establish an advisory committee to consult with on matters relating to Bradley International Airport and business related to said airport. The committee may consist of not more than six members, one of whom shall be appointed by the cochairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to transportation, and one of whom shall be appointed by the ranking members of the joint standing committee of the General Assembly having cognizance of matters relating to transportation. The advisory committee shall consist of residents of and representatives of businesses located in the Bradley Airport development zone, as well as one or more representatives from western Massachusetts. Members of such advisory committee may attend public meetings of the Connecticut Airport Authority and monthly managers' meetings of the Connecticut Airport Authority.]

Sec. 32. (NEW) (*Effective July 1, 2023*) (a) Not later than October 1, 2030, and biennially thereafter, the Commissioner of Transportation, in consultation with the Commissioner of Energy and Environmental Protection, shall establish a transportation carbon dioxide reduction target for the state that sets the maximum amount of carbon dioxide emissions permitted from the transportation sector. The commissioners shall consider the long-term emission reductions required by section 22a-200a of the general statutes when establishing the transportation carbon dioxide reduction target.

(b) The Commissioner of Transportation shall develop and implement a strategic plan to ensure transportation projects that are included in the state transportation improvement plan, developed pursuant to 49 USC 5304(g), as amended from time to time, do not

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exceed the maximum amount of carbon dioxide emissions established in the transportation carbon dioxide reduction target for the state pursuant to subsection (a) of this section. The strategic plan shall include, but need not be limited to, (1) a definition of "transportation project" that excludes transportation projects designated as exempt pursuant to 40 CFR 93.126 to 40 CFR 93.128, inclusive, as amended from time to time, (2) the methodology for calculating the carbon dioxide emissions expected from future transportation projects, and (3) a description of carbon dioxide mitigation transportation projects, including, but not limited to, improving public transportation, constructing bikeways, pedestrian walkways or other multiuse trails or paths and installing electric vehicle charging infrastructure. Not later than July 1, 2028, the commissioner shall submit, in accordance with the provisions of section 11-4a of the general statutes, the strategic plan to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment.

(c) The Commissioner of Transportation, in consultation with the Commissioner of Energy and Environmental Protection, shall implement a public outreach plan to ensure sufficient public and stakeholder engagement in the development of the transportation carbon dioxide reduction target and the strategic plan required under subsection (b) of this section.

(d) On or before January 1, 2025, and annually thereafter until January 1, 2030, the Commissioner of Transportation shall submit, in accordance with the provisions of section 11-4a of the general statutes, a report to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment. Such report shall include, but need not be limited to, the status of the development of the transportation carbon dioxide reduction target for the state, the strategic plan and a description and the results of any public outreach conducted pursuant to subsection (c)



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of this section.

(e) On or before October 1, 2030, and biennially thereafter, the Commissioner of Transportation shall submit, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment, a copy of the transportation carbon dioxide reduction target for the state and any recommendations for legislation to implement such target.

Sec. 33. (NEW) (*Effective from passage*) (a) The Department of Transportation shall develop, and thereafter revise as necessary, guidelines governing tree and vegetation management, removal and replacement along state highways for use by its employees and contractors when undertaking maintenance and construction projects. The goal of the guidelines shall be to ensure the impacts of maintenance and construction projects on the environment, landscape and noise pollution are balanced or outweighed by measures taken to avoid and minimize the impacts.

(b) Such guidelines shall include, but need not be limited to, provisions addressing (1) the safety of the traveling public; (2) general roadside vegetation management activities performed by the department, including, but not limited to, mowing, herbicide application, grassing, replanting with native species whenever practicable, limb management, tree removal and debris removal; (3) beautification, enhancements and the effect on scenic roads designated pursuant to section 13b-31c of the general statutes; (4) visibility enhancement; and (5) the environmental impact of such work, including (A) preventing invasive tree, brush or plant species' growth and impact, (B) storm water run-off, (C) erosion, (D) replanting of vegetation species to expand and improve pollinator habitats, as described in section 22-90b of the general statutes, and (E) reduced mowing. Such guidelines shall apply to construction projects financed, in whole or in part, with

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federal funds to the extent such guidelines do not conflict with federal laws and regulations.

(c) Such guidelines shall not apply to the removal of any trees or vegetation necessary to maintain public safety or that is performed because of a weather-related civil preparedness emergency declared pursuant to section 28-9 of the general statutes.

(d) On or before January 1, 2024, the Commissioner of Transportation shall submit such guidelines to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment, in accordance with the provisions of section 11-4a of the general statutes. The committees shall hold a joint public hearing on such guidelines and the commissioner shall present such guidelines at the public hearing.

Sec. 34. (*Effective from passage*) For the purposes of this section, "Type II project" has the same meaning as provided in 23 CFR 772.5, as amended from time to time. The Department of Transportation shall (1) conduct a state-wide evaluation of the feasibility and reasonableness of constructing noise barriers for Type II projects, (2) establish a priority rating system to rank such projects, and (3) use such system to establish a priority list of such projects. On or before February 1, 2024, the department shall submit the results of the evaluation and a description of the priority ranking system and the priority list to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Sec. 35. Section 19 of public act 22-44 is repealed and the following is substituted in lieu thereof (*Effective from passage*)

Not later than [January] October 1, 2023, the Commissioner of Motor Vehicles shall submit, in accordance with the provisions of section 11-

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4a of the general statutes, a plan to implement a state-wide decibel level testing program for motor vehicles and motorcycles at official emissions inspection stations, as defined in section 14-164b of the general statutes, and any recommendations for legislation and funding necessary for such implementation, to the joint standing committees of the General Assembly having cognizance of matters relating to transportation, appropriations and the budgets of state agencies and finance, revenue and bonding.

Sec. 36. Subsection (c) of section 14-80a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(c) The Commissioner of Motor Vehicles shall, with the advice of the Commissioner of Energy and Environmental Protection, adopt regulations, in accordance with the provisions of chapter 54, establishing (1) the maximum decibel levels permissible for motor vehicles, which shall not exceed the maximum decibel levels established for motor vehicles by federal law or regulation, and (2) the procedure for testing maximum decibel levels. The commissioner shall amend such regulations to reflect industry standards and advancements in technology and shall submit the amended regulations to the standing legislative regulation review committee under section 4-170 not later than ~~[January]~~ October 1, 2024.

Sec. 37. (*Effective October 1, 2023*) On and after October 1, 2023, and until October 1, 2024, the Department of Motor Vehicles shall establish a pilot program to test different methodologies for inspecting the maximum decibel level produced by a motor vehicle at five official emission inspection stations, as defined in section 14-164b of the general statutes, selected by the department for inclusion in such program. Such decibel level inspection shall be conducted at the time a motor vehicle is presented for inspection pursuant to subsection (c) of section 14-164c of the general statutes at a selected official emissions inspection station.

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The maximum decibel level for a motor vehicle shall not exceed the maximum decibel level permitted pursuant to section 14-80a of the general statutes, as amended by this act, and any regulation adopted thereunder. The different methodologies used to conduct such decibel level inspections shall reflect industry standards and advancements in technology. Not later than January 1, 2025, the department shall submit, in accordance with the provisions of section 11-4a of the general statutes, a report to the joint standing committees of the General Assembly having cognizance of matters relating to transportation, appropriations and the budgets of state agencies, and finance, revenue and bonding, concerning the implementation of the pilot program, the results of the different methodologies used to conduct such decibel level inspections and recommendations for a state-wide decibel level testing program.

Sec. 38. Section 22a-201e of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

On and after January 1, [2023] 2024, the Commissioner of Energy and Environmental Protection, in consultation with the Commissioners of Motor Vehicles, Transportation and Education, may establish, within available funding, a voucher program to support the (1) deployment of any vehicle [classified within Class 5 to Class 13, inclusive, by the Federal Highway Administration's vehicle category classification system, as amended from time to time, and any school bus classified within Class 3 to Class 8, inclusive, by said classification system,] that is equipped with zero-emission technology, including, but not limited to, battery electric and fuel cell systems, and classified as a Class 2b vehicle or Class 3 through Class 8 vehicles, as such terms are defined in 49 CFR 523.2, as amended from time to time, or a medium duty passenger vehicle, as defined in 49 CFR 523.2, as amended from time to time, when sold for use by a commercial or institutional fleet, and (2) installation of electric vehicle charging infrastructure. Applications for the voucher program shall be filed with the Commissioner of Energy and

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Environmental Protection at such time and in such manner as the commissioner prescribes. In awarding any such voucher, the Commissioner of Energy and Environmental Protection shall consider the amount of funding available and set aside forty per cent of such funding to be used toward maximizing air pollution reductions in environmental justice communities, [ Vouchers] as defined in subsection (a) of section 22a-20a. Such vouchers shall not be awarded for vehicle classes where there is no commercially available zero-emission technology or for vehicles that are eligible for a rebate or voucher under the Connecticut Hydrogen and Electric Automobile Purchase Rebate program established pursuant to section 22a-202.

Sec. 39. Subsections (c) to (h), inclusive, of section 14-224 of the general statutes are repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(c) (1) No person shall operate a motor vehicle upon any public highway or parking area for any race, contest, [or] demonstration of speed or skill, street takeover or motor vehicle stunt. As used in this section, "street takeover" means taking over a portion of a public highway or parking area by blocking or impeding the regular flow of traffic for the purpose of causing disorder or creating a nuisance to other users of such highway or parking area.

(2) No person shall (A) possess a motor vehicle under circumstances manifesting an intent that it be used in a race, contest, [or] demonstration, [of speed or skill] street takeover or motor vehicle stunt prohibited under subdivision (1) of this subsection, (B) act as a starter, timekeeper [, judge or spectator at a] or judge at any such race, contest, [or] demonstration, [of speed or skill prohibited under subdivision (1) of this subsection, or] street takeover or motor vehicle stunt, (C) wager on the outcome of [a] any such race, contest, [or] demonstration, [of speed or skill prohibited under subdivision (1) of this subsection] street takeover or motor vehicle stunt, or (D) knowingly encourage, promote,

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instigate, assist, facilitate or aid or abet any person in the performance of any such race, contest, demonstration, street takeover or motor vehicle stunt.

(d) Each person operating a motor vehicle who is knowingly involved in an accident on a limited access highway which causes damage to property only shall immediately move or cause [his] such person's motor vehicle to be moved from the traveled portion of the highway to an untraveled area which is adjacent to the accident site if it is possible to move the motor vehicle without risk of further damage to property or injury to any person.

(e) No person who acts in accordance with the provisions of subsection (d) of this section may be considered to have violated subdivision (3) of subsection (b) of this section.

(f) Any person who violates the provisions of subsection (a) or subdivision (1) of subsection (b) of this section shall be fined not more than twenty thousand dollars or be imprisoned not less than two years or more than twenty years or be both fined and imprisoned.

(g) (1) Any person who violates the provisions of subdivision (2) of subsection (b) of this section shall be fined not less than seventy-five dollars or more than six hundred dollars or be imprisoned not more than five years or be both fined and imprisoned, and for any subsequent offense shall be fined not less than one hundred dollars or more than one thousand dollars or be imprisoned not more than five years or be both fined and imprisoned.

(2) Any person who violates the provisions of subdivision (3) of subsection (b) of this section shall be fined not less than seventy-five dollars or more than six hundred dollars or be imprisoned not more than one year or be both fined and imprisoned, and for any subsequent offense shall be fined not less than one hundred dollars or more than

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one thousand dollars or be imprisoned not more than one year or be both fined and imprisoned.

[(2)] (3) Any person who violates the provisions of subdivision (1) of subsection (c) of this section shall be fined not less than one hundred fifty dollars or more than six hundred dollars or be imprisoned not more than one year or be both fined and imprisoned, and for any subsequent offense shall be fined not less than three hundred dollars or more than one thousand dollars or be imprisoned not more than one year or be both fined and imprisoned.

[(3) Any person who violates the provisions of subdivision (3) of subsection (b) or subdivision (2) of subsection (c) of this section shall be fined not less than seventy-five dollars or more than six hundred dollars or be imprisoned not more than one year or be both fined and imprisoned, and for any subsequent offense shall be fined not less than one hundred dollars or more than one thousand dollars or be imprisoned not more than one year or be both fined and imprisoned.]

(4) Any person who violates the provisions of subdivision (2) of subsection (c) of this section shall be fined not more than one thousand dollars or be imprisoned not more than six months or be both fined and imprisoned.

(h) In addition to any penalty imposed pursuant to subsection (g) of this section: (1) If any person is convicted of a violation of subdivision (1) of subsection (c) of this section and the motor vehicle being operated by such person at the time of the violation is registered to such person, the court may order such motor vehicle to be impounded for not more than thirty days and such person shall be responsible for any fees or costs resulting from such impoundment; or (2) if any person is convicted of a violation of subdivision (1) of subsection (c) of this section and the motor vehicle being operated by such person at the time of the violation is not registered to such person, the court may fine such person not more

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than two thousand dollars, and for any subsequent offense may fine such person not more than three thousand dollars.

Sec. 40. Section 14-96q of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(a) A permit is required for the use of colored or flashing lights on all motor vehicles or equipment specified in this section except: (1) Motor vehicles not registered in this state used for transporting or escorting any vehicle or load, or combinations thereof, which is either oversize or overweight, or both, when operating under a permit issued by the Commissioner of Transportation pursuant to section 14-270; or (2) motor vehicles or equipment that are (A) equipped with lights in accordance with this section, (B) owned or leased by the federal government, the state of Connecticut, or any other state, commonwealth or local municipality, and (C) registered to such governmental entity. When used in this section, the term "flashing" shall be considered to include the term "revolving".

(b) The Commissioner of Motor Vehicles, or such other person specifically identified in this section, [is authorized to] may issue permits for the use of colored or flashing lights on vehicles in accordance with this section, at the commissioner's or such person's discretion. Any person, firm or corporation other than the state or any metropolitan district, town, city or borough shall pay an annual permit fee of twenty dollars to the commissioner for each such vehicle. Such fee shall apply only to permits issued by the commissioner.

(c) A flashing blue light or lights may be used on a motor vehicle operated by an active member of a volunteer fire department or company or an active member of an organized civil preparedness auxiliary fire company who has been issued a permit by the chief executive officer of such department or company to use a flashing blue light or lights while on the way to or at the scene of a fire or other



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emergency requiring such member's services. Such permit shall be on a form provided by the commissioner and may be revoked by such chief executive officer or successor. The chief executive officer of each volunteer fire department or company or organized civil preparedness auxiliary fire company shall keep on file, on forms provided by the commissioner, the names and addresses of members who have been authorized to use a flashing blue light or lights as provided in this subsection. Such listing shall also designate the registration number of the motor vehicle on which authorized a flashing blue light or lights are to be used.

(d) A [green light or lights, including a] flashing green or blue light or lights [.] may be used on a motor vehicle operated by an active member of a volunteer ambulance association or company who has been issued a permit by the chief executive officer of such association or company to use such a light or lights, while on the way to or at the scene of an emergency requiring such member's services. Such permit shall be on a form provided by the commissioner and may be revoked by such chief executive officer or successor. The chief executive officer of each volunteer ambulance association or company shall keep on file, on forms provided by the commissioner, the names and addresses of members who have been authorized to use a flashing green or blue light or lights as provided in this subsection. Such listing shall also designate the registration number of the motor vehicle on which the authorized flashing green or blue light or lights are to be used.

(e) The commissioner may issue a permit for a flashing red light or lights which may be used on a motor vehicle or equipment (1) used by paid fire chiefs and their deputies and assistants, up to a total of five individuals per department, (2) used by volunteer fire chiefs and their deputies and assistants, up to a total of five individuals per department, (3) used by members of the fire police on a stationary vehicle as a warning signal during traffic directing operations at the scene of a fire

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or emergency, (4) used by chief executive officers of emergency medical service organizations, as defined in section 19a-175, the first or second deputies, or if there are no deputies, the first or second assistants, of such an organization that is a municipal or volunteer or licensed organization, (5) used by local fire marshals, [or] (6) used by directors of emergency management, or (7) used by a constable, appointed pursuant to an ordinance authorized by section 9-185 or elected pursuant to section 9-200, on a stationary vehicle as a warning signal during traffic directing operations.

(f) The commissioner may issue a permit for a yellow or amber light or lights, including a flashing yellow or amber light or lights, which may be used on motor vehicles or equipment that are (1) specified in subsection (e) of this section, (2) maintenance vehicles, or (3) vehicles transporting or escorting any vehicle or load or combinations thereof, which is or are either oversize or overweight, or both, and being operated or traveling under a permit issued by the Commissioner of Transportation pursuant to section 14-270. A yellow or amber light or lights, including a flashing yellow or amber light or lights, may be used without obtaining a permit from the Commissioner of Motor Vehicles on wreckers registered pursuant to section 14-66, on vehicles of carriers in rural mail delivery service or on vehicles operated by construction inspectors employed by the state of Connecticut, authorized by the Commissioner of Transportation, used during the performance of inspections on behalf of the state. The Commissioner of Transportation shall maintain a list of such authorized construction inspectors, including the name and address of each inspector and the registration number for each vehicle on which the light or lights are to be used.

(g) The Commissioner of Motor Vehicles may issue a permit for a white light or lights, including a flashing white light or lights, which may be used on a motor vehicle or equipment as specified in subdivision (1), (2), (4), (5) or (6) of subsection (e) of this section. A vehicle being

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operated by a member of a volunteer fire department or company or a volunteer emergency medical technician may use flashing white head lamps, provided such member or emergency medical technician is on the way to the scene of a fire or medical emergency and has received written authorization from the chief law enforcement officer of the municipality to use such head lamps. Such head lamps shall only be used within the municipality granting such authorization or from a personal residence or place of employment, if located in an adjoining municipality. Such authorization may be revoked for use of such head lamps in violation of this subdivision. For the purposes of this subsection, the term "flashing white lights" shall not include the simultaneous flashing of head lamps.

(h) The commissioner may issue a permit for emergency vehicles, as defined in subsection (a) of section 14-283, to use a blue, red, yellow, or white light or lights, including a flashing light or lights or any combination thereof, except as provided in subsection (k) of this section.

(i) The commissioner may issue a permit for ambulances, as defined in section 19a-175, which may, in addition to the flashing light or lights allowed in subsection (h) of this section, use flashing lights of other colors specified by federal requirements for the manufacture of an ambulance. If the commissioner issues a permit for any ambulance, such permit shall be issued at the time of registration and upon each renewal of such registration.

(j) A green, yellow or amber light or lights, including a flashing green, yellow or amber light or lights or any combination thereof, may be used on a maintenance vehicle owned and operated by the Department of Transportation.

(k) No person, other than a police officer or inspector of the Department of Motor Vehicles operating a state or local police vehicle, shall operate a motor vehicle displaying a steady blue or steady red

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illuminated light or both steady blue and steady red illuminated lights that are visible externally from the front of the vehicle.

(l) Use of colored and flashing lights except as authorized by this section shall be an infraction.

Sec. 41. (*Effective from passage*) A portion of Connecticut Route 3 from the intersection with Connecticut Route 99 travelling in an easterly direction to Elm Street in the town of Wethersfield shall be designated as the "Edwin H. May, Jr. Memorial Highway".

Sec. 42. (*Effective from passage*) Local Bridge No. 06581 carrying Church Street South No. 2 in the city of New Haven shall be designated as the "William "King" Lanson Memorial Bridge".

Sec. 43. (*Effective from passage*) Bridge No. 01487 carrying Connecticut Route 177 over the Farmington River in the town of Farmington shall be designated as "The Unionville Bridge".

Sec. 44. (*Effective from passage*) A portion of Connecticut Route 185 from the intersection with Connecticut Route 10 travelling in an easterly direction to the Simsbury-Bloomfield town line in the town of Simsbury shall be designated as the "Simsbury Volunteer Fire Company Memorial Highway".

Sec. 45. (*Effective from passage*) A portion of Connecticut Route 337 from Pope Street traveling in a southerly direction to Fort Hale Park Road in the city of New Haven shall be designated as the "Zayne Thomas Memorial Highway".

Sec. 46. Section 35 of public act 01-105 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

Bridge [Number] No. 5337 [, located] on Connecticut Route 175 [in Newington, running in a generally easterly direction, passing over]

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overpassing Mill Brook [,] in the town of Newington shall be designated the ["Andrew] "Police Chief Andrew J. McCusker, Jr. Memorial Bridge".

Sec. 47. (*Effective from passage*) Bridge No. 00505 carrying State Road 816 (Church Hill Road) over Interstate 84 eastbound and westbound in the town of Newtown shall be designated as the "Chief William T. Halstead Memorial Bridge".

Sec. 48. (*Effective from passage*) A portion of Connecticut Route 372 from the intersection of Olson Avenue travelling in a westerly direction to the intersection of Hicksville Road in the town of Cromwell shall be designated as the "Mayor Allan Spotts Memorial Highway".

Sec. 49. (*Effective from passage*) A portion of Connecticut Route 156 from the Lieutenant River Bridge (Bridge No. 01392) travelling in an easterly direction to Black Hall River Bridge (Bridge No. 01395) in the town of Old Lyme shall be designated as the "Mervin F. Roberts Memorial Highway".

Sec. 50. (*Effective from passage*) A portion of Connecticut Route 154 from the intersection of Mill Rock Road East travelling in a northerly direction to the northern junction with Bokum Road in the town of Old Saybrook shall be designated as the "Velma Thomas Memorial Highway".

Sec. 51. (*Effective from passage*) A portion of Connecticut Route 145 from the intersection of Grove Beach Road North travelling in a northerly direction to the intersection of Lost Pond Lane in the town of Westbrook shall be designated as the "Paul J. Connelly Memorial Highway".

Sec. 52. Subsection (c) of section 15-120nn of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

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(c) The authority may purchase or acquire title in fee simple to, or any lesser estate, interest or right in, any airport, restricted landing area or other air navigation facility owned or controlled by any municipality or by any two or more municipalities jointly or by any other person, except any such purchase of an airport owned by a municipality shall be subject to the approval of the legislative body of the municipality within whose territorial limits the airport is located.

Sec. 53. Sections 13b-44a, 13b-50b, 15-101t and 15-101pp of the general statutes are repealed. (*Effective July 1, 2023*)

Approved June 26, 2023