



Senate

General Assembly

File No. 437

January Session, 2023

Substitute Senate Bill No. 904

Senate, April 5, 2023

The Committee on Transportation reported through SEN. COHEN of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING THE RECOMMENDATIONS OF THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION AND THE DEPARTMENT OF TRANSPORTATION, THE DISSOLUTION OF THE NORWALK TRANSIT DISTRICT AND ROUTE SHIELD PAVEMENT MARKINGS.

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

1 Section 1. Section 14-314 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2023*):

3 (a) Any person, firm or corporation failing to comply with any order
4 made pursuant to any provision of this chapter shall be fined not more
5 than five thousand dollars or imprisoned not more than thirty days or
6 both, and shall be subject to the provisions of section 14-111. Any
7 person, firm or corporation failing to comply with any traffic control
8 signal, sign, marking or other device placed and maintained upon the
9 highway, or with any regulation adopted pursuant to any provision of
10 this chapter, by the Office of the State Traffic Administration or the
11 traffic authority of any city, town or borough shall be deemed to have
12 committed an infraction, if no other penalty is provided by law.

13 Traveling at a greater rate of speed than is reasonable as provided in
14 section 14-218a, as amended by this act, shall not be deemed to be a
15 failure to comply with the provisions of this section but shall be deemed
16 to be the commission of an infraction within the provisions of [said]
17 section 14-218a, as amended by this act.

18 (b) The Office of the State Traffic Administration shall provide
19 written notice to any city, town or borough that fails to comply with any
20 order made pursuant to any provision of this chapter or with any
21 regulation adopted pursuant to this chapter by the office specifying the
22 time within such city, town or borough shall comply with such order.
23 The office shall take into consideration the availability of equipment or
24 the need for the installation or purchase of any such equipment in
25 establishing the time for compliance. Any city, town or borough that
26 fails to comply with such order within the specified time shall be
27 ineligible to apply for any competitive grant program administered by
28 the Department of Transportation or the Office of Policy and
29 Management, including the small town economic assistance program
30 established pursuant to section 4-66g, for the purposes of funding a
31 transportation-related project located in such city, town or borough.

32 Sec. 2. Section 14-299 of the general statutes is repealed and the
33 following is substituted in lieu thereof (*Effective October 1, 2023*):

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

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

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

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

70 (3) Red alone: Vehicular traffic facing a steady red signal alone shall
71 stop before entering the crosswalk on the near side of the intersection
72 or, if none, then before entering the intersection and remain standing
73 until the next indication is shown; provided, on or after July 1, 1979,
74 vehicular traffic traveling in the travel lane nearest the right hand curb
75 or other defined edge of the roadway, unless a sign approved by the
76 Office of the State Traffic Administration has been erected in the
77 appropriate place prohibiting this movement, may cautiously enter the
78 intersection to make a right turn onto a two-way street or onto another

79 one-way street on which all the traffic is moving to such vehicle's right
80 after such vehicle has stopped as required in this subdivision and
81 yielded the right-of-way to pedestrians [lawfully] within an adjacent
82 crosswalk and to other traffic lawfully using the intersection.
83 Pedestrians facing a steady red signal alone, except when directed by
84 separate pedestrian-control signals, shall not enter the roadway.

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

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

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

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

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

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

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

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

136 Sec. 3. Subsections (a) and (b) of section 14-300 of the general statutes
137 are repealed and the following is substituted in lieu thereof (*Effective*
138 *October 1, 2023*):

139 (a) The traffic authority [shall have power to] may designate, by
140 appropriate official traffic control devices, as defined in section 14-297,
141 or markers, or by lines upon the surface of the highway, such crosswalks
142 and intersections as, in its opinion, constitute a danger to pedestrians

143 crossing the highway including, but not limited to, specially marked
144 crosswalks in the vicinity of schools, which crosswalks shall have
145 distinctive markings, in accordance with the regulations of the Office of
146 the State Traffic Administration, to denote use of such crosswalks by
147 school children; and may maintain suitable signs located at intervals
148 along highways, particularly where there are no sidewalks, directing
149 pedestrians to walk facing vehicular traffic.

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

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

164 (a) No person, firm, corporation, state agency [,] or municipal agency,
165 or any combination thereof, shall build, expand, establish or operate any
166 open air theater, shopping center or other development generating large
167 volumes of traffic that substantially affect state highway traffic within
168 this state, as determined by the Office of the State Traffic
169 Administration, until such person, firm, corporation [,] or agency has
170 procured from said office a certificate that the operation thereof will not
171 imperil the safety of the public, except that any development, including
172 any development to be built in phases, without regard to when such
173 phases are approved by the municipal planning and zoning agency or
174 other responsible municipal agency, that contains a total of one hundred
175 or fewer residential units shall not be required to obtain such certificate

176 if such development is a residential-only development and is not part of
177 a mixed-use development that contains office, retail or other such
178 nonresidential uses, provided if any future development increases the
179 total number of residential units to more than one hundred, and such
180 total substantially affects state highway traffic within the state as
181 determined by the Office of the State Traffic Administration, a certificate
182 shall be procured from said office.

183 (b) Except as otherwise provided in this subsection or permitted by
184 the Office of the State Traffic Administration, no local building official
185 shall issue a building or foundation permit to any person, firm,
186 corporation, state agency or municipal agency to build, expand,
187 establish or operate such a development until the person, firm,
188 corporation or agency provides to such official a copy of the certificate
189 issued under this section by the office. No local building official shall
190 issue a certificate of occupancy to any such person, firm, corporation or
191 agency for such development until the conditions of the certificate
192 issued by the office under this section have been satisfied. If the office
193 determines that any person, firm, corporation [,] or [state or municipal]
194 agency has (1) started building, expanding, establishing or operating
195 such a development without first obtaining a certificate from said office,
196 or (2) has failed to comply with the conditions of such a certificate, it
197 shall order the person, firm, corporation or agency to (A) cease
198 constructing, expanding, establishing or operating the development, or
199 (B) comply with the conditions of the certificate within a reasonable
200 period of time. If such person, firm, corporation or agency fails to (i)
201 cease such work, or (ii) comply with an order of the office within such
202 time as specified by the office, the office may [make an application]
203 apply to the superior court for the judicial district of Hartford or the
204 judicial district where the development is located enjoining the
205 construction, expansion, establishment or operation of such
206 development. Notwithstanding the provisions of this subsection, for
207 single family home building lots within a subdivision of land, for which
208 a certificate is required and which do not have a direct exit or entrance
209 on, or directly abut or adjoin any state highway, no local building
210 official shall issue a certificate of occupancy to any person, firm,

211 corporation, state agency or municipal agency to occupy homes on such
212 lots until the person, firm, corporation or agency provides to such
213 official a copy of the certificate issued under this section by the office
214 and such official confirms that the certificate conditions have been
215 satisfied.

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

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

240 (e) Any person, firm, corporation or agency building, establishing or
241 operating such open air theater, shopping center or other development
242 generating large volumes of traffic aggrieved by any decision of the
243 Office of the State Traffic Administration [hereunder] under this section

244 may appeal therefrom in accordance with the provisions of section 4-
245 183, except venue for such appeal shall be in the judicial district in which
246 it is proposed to operate such establishment. The provisions of this
247 section, except insofar as such provisions relate to expansion, shall not
248 apply to any open air theater, shopping center or other development
249 generating large volumes of traffic in operation on July 1, 1967.

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

261 Sec. 5. Section 14-311c of the general statutes is repealed and the
262 following is substituted in lieu thereof (*Effective October 1, 2023*):

263 (a) No [group of persons, firms, corporations, state agencies or
264 municipal agencies] person, firm, corporation, state agency or
265 municipal agency, or any combination thereof, shall build, expand,
266 establish or operate any open air theater, shopping center or other
267 development generating large volumes of traffic on any group of
268 individual parcels of land which are separately owned but are utilized
269 together for a single development purpose, whether or not such parcels
270 are separated by any state, local or private roadway that substantially
271 affect state highway traffic within this state, as determined by the Office
272 of the State Traffic Administration, until such [group] person, firm,
273 corporation or agency has procured from the Office of the State Traffic
274 Administration a certificate that the operation thereof will not imperil
275 the safety of the public, except that any development, including any
276 development to be built in phases without regard to when such phases

277 are approved by the municipal planning and zoning agency or other
278 responsible municipal agency, that contains a total of one hundred or
279 fewer residential units shall not be required to obtain such a certificate
280 if such development is a residential-only development and not part of a
281 mixed-use development containing office, retail or other such
282 nonresidential uses, provided if any future development increases the
283 total number of residential units to more than one hundred, and this
284 total substantially affects state highway traffic within the state as
285 determined by the Office of the State Traffic Administration, a certificate
286 shall be procured from said office.

287 (b) Except as otherwise provided in this subsection or permitted by
288 the Office of the State Traffic Administration, no local building official
289 shall issue a building or foundation permit to any such [group or
290 member thereof] person, firm, corporation or agency to build, expand,
291 establish or operate such a development until the [group or member]
292 person, firm, corporation or agency provides to such official a copy of
293 the certificate issued under this section by the Office of the State Traffic
294 Administration. No local building official shall issue a certificate of
295 occupancy to any such person, firm, corporation or agency for such
296 development until the conditions of the certificate issued by the office
297 under this section have been satisfied. If the Office of the State Traffic
298 Administration determines that any [group or member] person, firm,
299 corporation or agency has (1) started building, expanding, establishing
300 or operating such a development without first obtaining a certificate
301 from said office, or (2) has failed to comply with the conditions of such
302 a certificate, it shall order the [group or member] person, firm,
303 corporation or agency to (A) cease constructing, expanding, establishing
304 or operating the development, or (B) to comply with the conditions of
305 the certificate within a reasonable period of time. If such [group or
306 member] person, firm, corporation or agency fails to (i) cease such work,
307 or (ii) comply with such order within such time as specified by the Office
308 of the State Traffic Administration, said office or the traffic authority of
309 the municipality wherein the development is located may [make an
310 application] apply to the superior court for the judicial district of
311 Hartford or the judicial district where the development is located

312 enjoining the construction, expansion, establishment or the operation of
313 such development. Notwithstanding the provisions of this subsection,
314 for single family home building lots within a subdivision of land, for
315 which a certificate is required and which do not have a direct exit or
316 entrance on, or directly abut or adjoin any state highway, no local
317 building official shall issue a certificate of occupancy to any such [group
318 or member thereof or] person, firm, corporation or agency to occupy
319 homes on such lots until such [group, member or] person, firm,
320 corporation or agency provides to such official a copy of the certificate
321 issued under this section by said office and such official confirms that
322 the certificate conditions have been satisfied.

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

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

346 construct or install the changes required by the Office of the State Traffic
347 Administration, in consultation with the local traffic authority.

348 (e) Any [group] person, firm, corporation or agency building,
349 establishing or operating such open air theater, shopping center or other
350 development generating large volumes of traffic aggrieved by any
351 decision of the Office of the State Traffic Administration [hereunder]
352 under this section may appeal therefrom in accordance with the
353 provisions of section 4-183, except venue for such appeal shall be in the
354 judicial district in which it is proposed to operate such establishment.
355 The provisions of this section except insofar as such provisions relate to
356 expansion shall not apply to any open air theater, shopping center or
357 other development generating large volumes of traffic which has
358 received all necessary permits, variances, exceptions and approvals
359 from the municipal zoning commission, planning commission,
360 combined planning and zoning commission and zoning board of
361 appeals in which such development is located prior to or on July 1, 1985,
362 or to any such development which is in operation on that date.

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

373 Sec. 6. (NEW) (*Effective from passage*) (a) The Connecticut Training and
374 Technical Assistance Center at The University of Connecticut shall
375 conduct training sessions, at least three times a year, for traffic
376 authorities concerning the powers and responsibilities of traffic
377 authorities, the installation of official traffic control devices and an
378 overview of the applicable provisions of the general statutes and any

379 regulations adopted by the Office of the State Traffic Administration.

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

386 Sec. 7. Subsection (b) of section 14-218a of the general statutes is
387 repealed and the following is substituted in lieu thereof (*Effective October*
388 *1, 2023*):

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

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

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

402 (a) There is established a Connecticut [Commuter Rail] Public
403 Transportation Council which shall consist of fifteen members,
404 [appointed with the advice and consent of the General Assembly,] all of
405 whom shall be (1) [commuters] residents who regularly use the
406 transportation services of the New Haven commuter railroad line which
407 includes the New Canaan, Danbury and Waterbury branches of such
408 line, (2) [commuters] residents who regularly use the transportation
409 services of the [Shoreline] Shore Line East railroad line, [or] (3) residents

410 [of a municipality in which the Commissioner of Transportation has
411 proposed a new rail line or in which a rail line has commenced operation
412 after July 1, 2013] who regularly use the transportation services of the
413 Hartford railroad line, or (4) residents who regularly use bus public
414 transportation services funded by the state. Members shall be appointed
415 as follows: (A) The Governor shall appoint four members; [, one of
416 whom shall be the chief elected official of a municipality located on an
417 operating or proposed new rail line;] (B) the president pro tempore of
418 the Senate shall appoint three members, one of whom regularly uses bus
419 public transportation services funded by the state and one of whom
420 regularly uses the transportation services of the New Haven railroad
421 line; (C) the speaker of the House of Representatives shall appoint three
422 members, one of whom regularly uses bus public transportation
423 services funded by the state and one of whom regularly uses the
424 transportation services of the Hartford railroad line; (D) the minority
425 leader of the Senate shall appoint one member; (E) the minority leader
426 of the House of Representatives shall appoint one member; (F) the
427 chairpersons of the joint standing committee of the General Assembly
428 having cognizance of matters relating to transportation shall each
429 appoint one member, one of whom [shall be from a municipality in
430 which the Commissioner of Transportation has proposed a new rail line
431 or in which a rail line has commenced operation after July 1, 2013, and
432 one of whom shall be from a municipality in which a station for the
433 Shoreline East railroad line is located] regularly uses bus public
434 transportation services funded by the state and one of whom regularly
435 uses the transportation services of the Shore Line East railroad line; and
436 (G) the ranking members of said committee shall jointly appoint one
437 member who [shall be from a municipality served by the Danbury or
438 Waterbury branches of the New Haven commuter railroad line]
439 regularly uses bus public transportation services funded by the state.
440 Each member shall serve for a term of four years. All initial
441 appointments to the council shall be made by August 1, [2013] 2023, and
442 initial members shall serve a four-year term commencing on August 1,
443 [2013] 2023, except that members appointed prior to July 1, 2023, to serve
444 on the Connecticut Commuter Rail Council and whose term has not

445 expired as of July 1, 2023, shall be deemed appointed to serve on the
446 Connecticut Public Transportation Council until the expiration of the
447 term of the member or the occurrence of a vacancy, whichever occurs
448 first. Any vacancy shall be filled by the original appointing authority by
449 appointment for the unexpired portion of any term. Members of the
450 council shall serve until their respective successors are appointed. [and
451 approved by the General Assembly.]

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

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

470 Sec. 9. Section 13b-212c of the general statutes is repealed and the
471 following is substituted in lieu thereof (*Effective July 1, 2023*):

472 The Connecticut [Commuter Rail] Public Transportation Council
473 shall study and investigate all aspects of the daily operation of
474 [commuter rail lines in] the commuter railroad systems and bus public
475 transportation services funded by the state, monitor their performance
476 and recommend changes to improve the efficiency, equity and [the]
477 quality of service [of the operation of such lines] on such commuter rail

478 systems and bus public transportation services. The council may request
479 and shall receive, if available, from any department, division, board,
480 bureau, commission, agency [] or public authority of the state, or any
481 political subdivision thereof, such assistance and data [as it requests
482 and] that will enable it to properly carry out its activities for the
483 purposes set forth in this section. The council shall also [work with the
484 Department of Transportation to] serve as an advocate for customers of
485 all commuter [lines in] railroad systems and bus public transportation
486 services funded by the state, [and shall make recommendations for
487 improvements to such lines.] The Department of Transportation shall
488 (1) submit monthly reports with information and data concerning the
489 on-time performance by station and passenger ridership of the
490 commuter railroad systems and bus public transportation services
491 funded by the state, and (2) make quarterly presentations at the
492 meetings of the council concerning such reports and respond to
493 reasonable inquiries made in advance of any meeting by the council. The
494 council shall report its findings and recommendations annually on or
495 before January fifteenth, to the Governor, the Commissioner of
496 Transportation, the General Assembly, the Metro North Rail Commuter
497 Council located in the state of New York and the management advisory
498 board of the office of the inspector general of the Metropolitan
499 Transportation Authority located in the state of New York. The council
500 shall also annually present its findings and recommendations to the
501 joint standing committee of the General Assembly having cognizance of
502 matters relating to transportation.

503 Sec. 10. (*Effective from passage*) On or before February 1, 2024, the
504 Connecticut Public Transportation Council, established under section
505 13b-212b of the general statutes, as amended by this act, shall submit, in
506 accordance with the provisions of section 11-4a of the general statutes,
507 to the joint standing committee of the General Assembly having
508 cognizance of matters relating to transportation, a report regarding the
509 organizational structure of the council and any recommendations to
510 improve or modify such structure and the mission of the council.

511 Sec. 11. Section 20 of public act 21-175 is repealed and the following

512 is substituted in lieu thereof (*Effective from passage*):

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

526 Sec. 12. Section 13b-103 of the general statutes is repealed and the
527 following is substituted in lieu thereof (*Effective October 1, 2023*):

528 (a) (1) No person, association, limited liability company or
529 corporation shall operate a motor vehicle in livery service until such
530 person, association, limited liability company or corporation has
531 obtained a permit from the Department of Transportation, specifying
532 the nature and extent of the service to be rendered and certifying that
533 public convenience and necessity will be improved by the operation and
534 conduct of such livery service. Such permits shall be issued only after a
535 written application for the same has been made and a public hearing has
536 been held thereon. Upon receipt of such application, together with the
537 payment of a fee of two hundred dollars, the department shall fix a time
538 and place of hearing thereon, within a reasonable time, and shall
539 promptly give written notice of the pendency of such application and of
540 the time and place of such hearing to each applicant, the mayor of each
541 city, the warden of each borough and the first selectman of each town,
542 within which any such applicant desires to maintain an office or
543 headquarters, to any carrier legally operating motor vehicles in livery
544 service within the same territory and to other interested parties as

545 determined by the department. (2) Notwithstanding the provisions of
546 subdivision (1) of this subsection, the department may issue a permit for
547 the operation of vehicles (A) having a capacity of less than eleven adults
548 or to be used exclusively at funerals, weddings, christenings,
549 processions or celebrations, without holding a hearing and certifying
550 that public convenience and necessity would be improved by the
551 operation of such vehicles, or (B) having a capacity of not less than
552 eleven or more than fourteen adults and used for sightseeing and
553 related purposes, without holding a hearing, provided the department
554 issues a legal notice, as provided under section 1-2, of such application
555 and no objection is filed with the department within thirty days of
556 publication of such notice. (3) Notwithstanding the provisions of
557 subdivision (1) of this subsection, the department may issue a
558 temporary or permanent permit to any person, association, limited
559 liability company or corporation operating a motor vehicle engaged in
560 the transportation of passengers for hire by virtue of a contract with, or
561 a lower tier contract for, any federal, state or municipal agency that (A)
562 is in effect on July 1, 1997, with or without hearing, after a written
563 application for the same has been made and the department has
564 determined that the applicant meets the requirements of subsection (b)
565 of this section except with respect to public convenience and necessity,
566 or (B) becomes effective after July 1, 1997, with or without hearing, after
567 a written application for the same has been made and the department
568 has determined that the applicant meets the requirements of subsection
569 (b) of this section. Any such permit issued under the provisions of this
570 subdivision (i) shall be limited to service provided under any such
571 contract, and (ii) with respect to any contract under the provisions of
572 subparagraph (A) of this subdivision, shall not authorize a total number
573 of motor vehicles exceeding the number required to provide service
574 existing under such contract on July 1, 1997. (4) Notwithstanding the
575 provisions of subdivision (1) of this subsection, the department shall
576 issue to any person who has an intrastate livery permit for at least one
577 year, upon the application of such person, up to two additional vehicle
578 authorizations each year without a hearing and without written notice
579 of the pendency of the application, if all the existing permits held by

580 such person are registered and in use and if there are no outstanding
581 violations or matters pending adjudication against such person. Such
582 person may submit a second application for up to two additional vehicle
583 authorizations each year. The department shall have thirty calendar
584 days to issue such amended permit upon receipt of an application and
585 the payment of the fee described in subdivision (1) of this subsection.

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

596 (c) Any interested party may bring a written petition to the
597 Department of Transportation in respect to fares, service, operation or
598 equipment, or the convenience, protection and safety of the public with
599 regard to any carrier operating a motor vehicle in livery service.
600 Thereupon, the department may fix a time and place for a hearing upon
601 such petition and give notice thereof. No permit shall be sold or
602 transferred until the department, upon written application to it setting
603 forth the purpose, terms and conditions thereof and accompanied by a
604 fee of two hundred dollars, after investigation, approves the same. The
605 department may amend or, for sufficient cause shown, may suspend or
606 revoke any such permit. The department may order appropriate
607 corrective action as the department deems necessary, including, but not
608 limited to, the attendance of a motor vehicle operator retraining
609 program. The department may impose a civil penalty on any person or
610 any officer of any association, limited liability company or corporation
611 who violates any provision of this chapter or any regulation adopted
612 under section 13b-102, as amended by this act, with respect to fares,
613 service, operation, [or] equipment, management or staffing, in an

614 amount not to exceed one thousand dollars per day for each violation.
615 Prior to the imposition of a civil penalty under this subsection, the
616 department shall provide notice to [said] such person or officer no later
617 than fifteen business days after receipt of information concerning an
618 alleged violation and shall provide an opportunity for a hearing.

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

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

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

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

645 Sec. 13. Subdivision (1) of subsection (a) of section 13b-102 of the

646 general statutes is repealed and the following is substituted in lieu
647 thereof (*Effective October 1, 2023*):

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

657 Sec. 14. (*Effective from passage*) Notwithstanding the provisions of
658 sections 2-14 and 7-273b of the general statutes, the Norwalk Transit
659 District shall be dissolved on January 1, 2024, on which date (1) all funds
660 and property of the district shall pass to the Department of
661 Transportation, (2) the Department of Transportation shall assume and
662 be liable for all debts and obligations of the district, and shall be liable
663 to pay all such debts and obligations, and (3) the Department of
664 Transportation shall provide transit services to the areas previously
665 served by the district.

666 Sec. 15. (*Effective from passage*) The Department of Transportation
667 shall paint and maintain route shield pavement markings at the
668 intersection of Interstate Routes 95 and 91 in the city of New Haven and
669 at the intersection of Interstate Routes 91 and 84 in the city of Hartford
670 to depict interchange geometry in accordance with the Federal Highway
671 Administration's Manual on Uniform Traffic Control Devices for Streets
672 and Highways, as amended from time to time.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2023</i>	14-314
Sec. 2	<i>October 1, 2023</i>	14-299
Sec. 3	<i>October 1, 2023</i>	14-300(a) and (b)

Sec. 4	<i>October 1, 2023</i>	14-311
Sec. 5	<i>October 1, 2023</i>	14-311c
Sec. 6	<i>from passage</i>	New section
Sec. 7	<i>October 1, 2023</i>	14-218a(b)
Sec. 8	<i>July 1, 2023</i>	13b-212b
Sec. 9	<i>July 1, 2023</i>	13b-212c
Sec. 10	<i>from passage</i>	New section
Sec. 11	<i>from passage</i>	PA 21-175, Sec. 20
Sec. 12	<i>October 1, 2023</i>	13b-103
Sec. 13	<i>October 1, 2023</i>	13b-102(a)(1)
Sec. 14	<i>from passage</i>	New section
Sec. 15	<i>from passage</i>	New section

Statement of Legislative Commissioners:

In Section 8(b), "The" was changed to "[The] Notwithstanding the provisions of section 4-9a, the" for statutory consistency; in Section 9, "such systems and services" was changed to "such commuter railroad systems and bus public transportation services" for clarity; in Section 10 ", established under section 13b-212b of the general statutes, as amended by this act," was inserted for clarity; and in Section 12(a)(4), "for" and "such" were deleted for clarity.

TRA *Joint Favorable Subst.*

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

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
Department of Transportation	TF - Cost	1.55 million	3 million
Treasurer, Debt Serv.	GF&TF - Savings	Potential	Potential

Note: GF&TF=General Fund & Transportation Fund

Municipal Impact:

Municipalities	Effect	FY 24 \$	FY 25 \$
Norwalk; Westport; Wilton	Savings	620,000	1.28 million
Various Municipalities	Revenue Loss/ Gain	Potential	Potential
Various Municipalities	Cost	Potential	Potential

Explanation

Section 1 could result in a decreased or slower use of previously-authorized bond funds for various bond-funded competitive grants programs administered by DOT or OPM. Future debt service costs may be incurred later or to a lesser extent under the section to the degree that it causes authorized bond funds to not be expended or to be expended more slowly than they otherwise would have been.

To the extent municipalities are ineligible for transportation-related competitive grants because of the provisions of the bill, the ineligible municipalities would potentially receive less revenue from the state than they otherwise would. If competitive awards are shifted from ineligible municipalities to eligible municipalities, the eligible municipalities would potentially receive more revenue from the state than they otherwise would.

There may also be a potential cost to municipalities to remedy a violation of the Office of the State Traffic Administration orders or regulations.

Section 6 requires the University of Connecticut's Connecticut Training and Technical Assistance Center to conduct mandatory training for traffic authorities. The center currently provides such training to municipalities at a cost of \$100 per participant and this section results in a cost for traffic authorities to the extent that they are not currently participating in this program.

Sections 8 and 9 add requirements for DOT regarding the Connecticut Public Transportation Council (currently the Connecticut Commuter Rail Council). Specifically, these sections require DOT to maintain records of requests received by the council, provide monthly on-time performance and ridership reports, and make quarterly presentations at council meetings. This is not expected to result in additional costs to DOT because the department already tracks the relevant data and regularly attends and presents at current Connecticut Commuter Rail Council meetings.

Section 14 dissolves the Norwalk Transit District (NTD) on January 1, 2024, and transfers all NTD funds, property, debt, and obligations to DOT, and requires DOT to continue to provide comparable transit services. Under current agreements, NTD is more than 90% subsidized by DOT, with the remaining subsidy primarily coming from local contributions. In FY 22, these contributions totaled \$945,493 and included \$629,414 from Norwalk, \$308,952 from Westport, and \$7,127 from Wilton. This section is expected to result in a savings to those municipalities and a cost to DOT of a greater amount.

Under current projections, the municipal contributions to NTD are anticipated to be \$1.24 million in FY 24 and \$1.28 million in FY 25, resulting in municipal savings under the bill of \$620,000 in FY 24 (half-year savings) and \$1.28 million in FY 25. The cost to DOT is anticipated to be \$1.35 million in FY 24 (half-year costs) and \$2.8 million in FY 25. These amounts assume DOT provides the former local contributions

and incurs additional costs associated with managing the services. These additional costs reflect conforming the services provided by NTD to DOT's existing state-owned services (i.e., CTtransit) which include, for example, higher driver wages and contractual management services over operations, as DOT does not have existing expertise in this area. Funding for capital projects is not expected to change as NTD's capital program is currently funded with a mix of federal and state dollars.

Section 15 requires DOT to paint and maintain "route shield pavement markers" at the intersections of I-91/I-95 in New Haven and I-91/I-84 in Hartford. The cost for installing a single route shield is estimated at \$10,000, inclusive of the materials, equipment, and labor associated with installation and related lane closures. These markings are expected to need replacement every two years. While the full cost of this section is unknown pending a determination by DOT on the number of locations (lanes) where route shields would be required, it is expected to be less than \$200,000 annually. This assumes that DOT phases installation of route shield markings over a two-year period and these markings are replaced on a two-year cycle.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the number of route shield markings installed and replaced, and the terms of any bonds issued.

OLR Bill Analysis**sSB 904*****AN ACT CONCERNING THE RECOMMENDATIONS OF THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION AND THE DEPARTMENT OF TRANSPORTATION, THE DISSOLUTION OF THE NORWALK TRANSIT DISTRICT AND ROUTE SHIELD PAVEMENT MARKINGS.***

TABLE OF CONTENTS:

SUMMARY§§ 1-6 — OSTA-RELATED LAWS AND REGULATIONS

Makes municipalities that do not comply with OSTA orders or regulations, after a warning, ineligible for certain competitive grants; requires local traffic authorities to attend annual training; makes other minor changes to OSTA laws on traffic signals and major traffic generator certificates

§ 7 — LIMITED ACCESS HIGHWAY SPEED LIMITS

Give OSTA discretion in setting speed limits on limited-access highways by eliminating the requirement that the speed limit be 65 mph on suitable multi-lane, limited access highways; instead allows the office to set speed limits up to 65 mph

§§ 8-10 — CONNECTICUT PUBLIC TRANSPORTATION

Renames the Commuter Rail Council as the Connecticut Public Transportation Council and modifies its composition and charge to include bus user representation

§ 11 — SHORE LINE EAST RAIL LINE STUDY

Extends deadline for Shore Line East study to December 1, 2023

§§ 12 & 13 — OVERSIGHT OF LIVERY VEHICLES

Allows livery permittees to apply for two additional vehicles annually through an expedited process under certain conditions and makes other changes to livery permit statutes

§ 14 — NORWALK TRANSIT DISTRICT DISSOLUTION

Dissolves, and transfers to DOT, the Norwalk Transit District's property, liabilities, and responsibilities on January 1, 2024

§ 15 — INTERSTATE PAVEMENT MARKINGS

Requires DOT to install and maintain pavement markings at certain major limited access highway intersections

SUMMARY

Among its other changes, this bill (1) strengthens enforcement of Office of the State Traffic Administration (OSTA) laws, including making noncompliant municipalities ineligible for certain competitive grants and requiring training for local traffic authorities; (2) modifies the composition and charge of the Connecticut Commuter Rail Council to include bus user representation (§§ 8-10); (3) modifies livery service laws, including expanding the Department of Transportation's (DOT) enforcement options to include ordering corrective actions (§§ 12 & 13); and (4) dissolves the Norwalk Transit District and transfers its property, liabilities, and responsibilities to DOT (§ 14).

It also makes various minor, technical, and conforming changes.

EFFECTIVE DATE: October 1, 2023, unless otherwise noted below.

§§ 1-6 — OSTA-RELATED LAWS AND REGULATIONS

Makes municipalities that do not comply with OSTA orders or regulations, after a warning, ineligible for certain competitive grants; requires local traffic authorities to attend annual training; makes other minor changes to OSTA laws on traffic signals and major traffic generator certificates

Compliance With OSTA Orders and Regulations (§ 1)

The bill requires OSTA to give written notice to a city, town, or borough that fails to comply with one of its issued orders or regulations. The notice must specify the compliance deadline, taking into consideration the availability of, or the need for installing or purchasing, any equipment. Under the bill, failure to comply by the deadline makes a city, town, or borough ineligible to apply for any competitive grant program administered by DOT or the Office of Policy and Management, including the small-town economic assistance program (STEAP), to

fund a transportation-related project.

Traffic Control Signals and Pedestrian Control Signals (§§ 2 & 3)

By law, OSTA approval is required before a town, city, or borough may install a traffic control signal light. The bill expands this authority to also require OSTA approval before a signal light is revised.

It also explicitly permits the use of symbols (i.e., of a walking person to represent “Walk” and an upraised hand to represent “Don’t Walk”), rather than only words as under current law, on pedestrian control signals. This conforms to the Federal Manual on Uniform Traffic Control Devices (MUTCD).

Major Traffic Generator Certificates (§§ 4 & 5)

By law, entities building, expanding, or establishing a major traffic-generating development (i.e., having at least 100,000 square feet of floor area or at least 200 parking spaces) must get an OSTA certificate, and local building officials may not issue a building permit to them until they show their certificate. The bill additionally prohibits local building officials from issuing a certificate of occupancy for these developments until conditions of the OSTA certificate have been met. By law, OSTA has the authority to order entities who have not met conditions listed in the certificate to stop development and may bring action in court if the conditions are not met.

It also makes a conforming change to require that all entities who must apply for a certificate attend a meeting with OSTA and DOT before applying (§ 5).

Local Traffic Authority Training (§ 6)

The bill requires UConn’s Connecticut Training and Technical Assistance Center to do mandatory training for traffic authorities at least three times per year. The training must cover the authorities’ powers and responsibilities, traffic control device installation, and applicable statutes and OSTA regulations. By January 1, 2024, and annually afterwards, each traffic authority or its appointed representative must complete the training. The bill requires the center to maintain records of

training completion for each traffic authority.

EFFECTIVE DATE: Upon passage

§ 7 — LIMITED ACCESS HIGHWAY SPEED LIMITS

Give OSTA discretion in setting speed limits on limited-access highways by eliminating the requirement that the speed limit be 65 mph on suitable multi-lane, limited access highways; instead allows the office to set speed limits up to 65 mph

The bill gives OSTA more discretion in setting speed limits on limited access highways. Current law requires OSTA to establish a 65 mph speed limit on any multi-lane, limited access highways that are suitable for this speed limit, taking into consideration factors including design, population area, and traffic flow. The bill instead requires the office to set speed limits that are suitable for each of these highways, up to 65 mph, taking into account the same relevant factors (§ 7).

§§ 8-10 — CONNECTICUT PUBLIC TRANSPORTATION

Renames the Commuter Rail Council as the Connecticut Public Transportation Council and modifies its composition and charge to include bus user representation

Organization (§§ 8 & 9)

Under current law, the Commuter Rail Council consists mostly of commuters, appointed with the advice and consent of the General Assembly, who regularly use the New Haven commuter rail line, Shoreline East rail line, or a proposed new rail line commencing operation after July 1, 2013 (i.e., the Hartford line).

Under the bill, the council is renamed the Connecticut Public Transportation Council, with the same number of members, all of whom must be residents who regularly use the New Haven, Shoreline East, or Hartford rail lines or state-funded public bus transportation. Additional specific qualifications based on appointing authority are outlined in the table below.

Table: Council Membership Under Current Law vs. The Bill

<i>Appointing Authority</i>	<i>Specific Qualifications Under Current Law</i>	<i>Specific Qualifications Under the Bill</i>
Senate president pro tempore	General qualification	Resident who regularly uses state-funded public bus services

<i>Appointing Authority</i>	<i>Specific Qualifications Under Current Law</i>	<i>Specific Qualifications Under the Bill</i>
	General qualification	Resident who regularly uses the New Haven rail line
	General qualification	General qualification
House speaker	General qualification	Resident who regularly uses state-funded public bus services
	General qualification	Resident who regularly uses the Hartford rail line
	General qualification	General qualification
Senate minority leader	General qualification	General qualification
House minority leader	General qualification	General qualification
Governor	General qualification	General qualification
	General qualification	General qualification
	Chief elected official of a municipality located on an operating or proposed new rail line	General qualification
	General qualification	General qualification
Transportation Committee co-chair	Resident of a municipality in which the DOT commissioner has proposed a new rail line or a rail line that has commenced operation after July 1, 2013	Resident who regularly uses state-funded public bus services
Transportation Committee co-chair	Resident of a municipality in which a station for the Shoreline East railroad line is located	Resident who regularly uses the Shore Line East rail line
Transportation Committee ranking members	Resident of a municipality served by the Danbury or Waterbury branches of the New Haven commuter railroad line	Resident who regularly uses state-funded public bus services

The bill requires all initial appointments to the new council to be made by August 1, 2023, for four-year terms, except that all existing rail council members who were appointed prior to July 1, 2023, and whose term is unexpired on that date, are deemed appointed to the new council until their term expires or a vacancy occurs, whichever occurs first. It eliminates current law's requirement that council appointments be approved by the General Assembly. The council chairperson must

notify the relevant appointing authority within 10 days after a vacancy occurs on the new council or a member resigns.

Under current law, the rail council is charged with studying and investigating all aspects of state commuter rail lines' daily operation, monitoring their performance, and recommending changes to improve the efficiency and quality of service of their operation. To enable it to carry out these duties, the council may request and receive assistance and data from any state department, division, board, bureau, commission, agency, or public authority or any political subdivision. The council must work with DOT to advocate for commuter line customers and make recommendations for the lines' improvement.

Under the bill, the public transportation council is charged with studying and investigating all aspects of the daily operation of the commuter railroad systems and public bus services funded by the state, monitoring their performance, and recommending changes to improve their services' efficiency, equity, and quality. To enable it to carry out these duties, the new council may request and receive assistance and data, if available, from any state department, division, board, bureau, commission, agency, public authority, or any political subdivision. The council must serve as an advocate for customers of all commuter railroad systems and public bus transportation services funded by the state.

The bill adds specific information and assistance that DOT must give the new council. The bill requires DOT to (1) submit monthly reports with information and data about the commuter rail systems' and state-funded public bus services' on-time performance by station and passenger ridership and (2) make quarterly presentations on these reports at council meetings and respond to reasonable council inquiries made in advance of any council meeting. DOT must also maintain records, and denote the status, of each request for information and data it receives from the council.

EFFECTIVE DATE: July 1, 2023

Reporting Deadline (§ 10)

By February 1, 2024, the Public Transportation Council must submit a report on the council's organizational structure and any recommendations to improve or modify its structure and mission to the Transportation Committee. In addition to current law's requirements to annually report on its findings and recommendations to various authorities (e.g., the governor, DOT, and the legislature), the bill also requires the new council to annually present its findings and recommendations to the Transportation Committee.

EFFECTIVE DATE: Upon passage

§ 11 — SHORE LINE EAST RAIL LINE STUDY

Extends deadline for Shore Line East study to December 1, 2023

The bill extends the deadline, from January 1, 2023, to December 1, 2023, for the DOT commissioner to submit the results of a study on the feasibility of various Shore Line East rail line initiatives to the Transportation Committee. By law, unchanged by the bill, he must study the feasibility of:

1. extending the rail line to Rhode Island,
2. establishing a new passenger rail service from New London to Norwich,
3. establishing a new train station in Groton and Stonington borough, and
4. extending ground transportation systems in the eastern region and providing interconnection between them and rail lines.

EFFECTIVE DATE: Upon passage

§§ 12 & 13 — OVERSIGHT OF LIVERY VEHICLES

Allows livery permittees to apply for two additional vehicles annually through an expedited process under certain conditions and makes other changes to livery permit statutes

Under current law, DOT must, within 30 calendar days of receiving

an application, issue an in-state livery service permit holder of at least one year up to two additional vehicle permits each year, without a hearing or written notice to other parties affected by the application. DOT must do so as long as all of the applicant's existing permits are registered and in use and there are no outstanding violations or matters pending adjudication against him or her. The bill allows a permittee to submit a second expedited permit application for up to two additional vehicles under the same terms. It clarifies that DOT must issue the amended permit within 30 days of receiving an application and fee payment.

The bill eliminates the requirement that owners or operators display their livery permits in their vehicles. Under existing law, livery vehicles generally must display their assigned livery registration while operating in livery service (CGS § 13b-106).

By law, DOT may make reasonable regulations and impose civil penalties for violations of them or the laws on livery vehicles with respect to fares, service, operation, and equipment. The bill expands this authority to include a livery's management and staffing. In addition to civil penalties, the bill authorizes DOT to order corrective actions as it deems necessary, including attendance at a driver retraining program.

§ 14 — NORWALK TRANSIT DISTRICT DISSOLUTION

Dissolves, and transfers to DOT, the Norwalk Transit District's property, liabilities, and responsibilities on January 1, 2024

On January 1, 2024, the bill dissolves the Norwalk Transit District and transfers all of its funds and property to DOT, including all liability for, and payment of, its debts and obligations. DOT must provide transit services to the areas previously served by the district.

The bill does this notwithstanding statutory provisions (1) authorizing one or more municipalities to form a transit district, which assumes the same regulatory and supervisory functions over transit systems in its district that DOT would exercise (CGS § 7-273b) and (2) requiring that any special legislation on the powers, organization, or form of local government be requested by the affected municipalities

(CGS § 2-14). Under this law, it appears that each impacted municipality must request the special legislation and its town clerk must file a certified copy of the resolution or the petition with the secretary of the state at least 10 days before the start of the legislative session.

EFFECTIVE DATE: Upon passage

§ 15 — INTERSTATE PAVEMENT MARKINGS

Requires DOT to install and maintain pavement markings at certain major limited access highway intersections

Under the bill, DOT must paint and maintain route shield pavement markings to guide drivers through the interchanges, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), at the intersections of (1) I-95 and I-91 in New Haven and (2) I-91 and I-84 in Hartford.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 23 Nay 13 (03/17/2023)