



# House of Representatives

**File No. 663**

General Assembly

February Session, 2024

**(Reprint of File No. 274)**

Substitute House Bill No. 5330  
As Amended by House Amendment  
Schedule "A"

Approved by the Legislative Commissioner  
May 3, 2024

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION AND CONCERNING CAPITAL PROJECTS, NOTICE OF PROPOSED FAIR AND SERVICE CHANGES, THE CONNECTICUT AIRPORT AUTHORITY, AUTOMATED TRAFFIC SAFETY ENFORCEMENT, ROAD SAFETY AUDITS, PARKING AUTHORITIES, A SHORE LINE EAST REPORT AND THE SUBMISSION OF REPORTS AND TEST RESULTS REGARDING IMPAIRED DRIVING.**

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 Section 14-314 of the general statutes is repealed and the  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, 2024*):

3 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] ten thousand dollars or imprisoned not more than thirty days  
6 or 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 Sec. 2. Subsection (b) of section 14-311 of the 2024 supplement to the  
19 general statutes is repealed and the following is substituted in lieu  
20 thereof (*Effective July 1, 2024*):

21 (b) Except as otherwise provided in this subsection or permitted by  
22 the Office of the State Traffic Administration, no local building official  
23 shall issue a building or foundation permit to any person, firm,  
24 corporation, state agency or municipal agency to build, expand,  
25 establish or operate such a development until the person, firm,  
26 corporation or agency provides to such official a copy of the certificate  
27 issued under this section by the office. No local building official shall  
28 issue a certificate of occupancy to any such person, firm, corporation or  
29 agency for such development until the conditions of the certificate  
30 issued by the office under this section have been satisfied. If the office  
31 determines that a local building official issued a building or foundation  
32 permit to any such person, firm, corporation or agency without such  
33 person, firm, corporation or agency having a certificate from the office,  
34 the office shall order the building official to revoke such building or  
35 foundation permit. If the office determines that any person, firm,  
36 corporation or agency has (1) started building, expanding, establishing  
37 or operating such a development without first obtaining a certificate  
38 from said office, or (2) has failed to comply with the conditions of such  
39 a certificate, [it] the office shall order the person, firm, corporation or  
40 agency to (A) cease constructing, expanding, establishing or operating  
41 the development, or (B) comply with the conditions of the certificate  
42 within a reasonable period of time. If such person, firm, corporation or

43 agency fails to (i) cease such work, or (ii) comply with an order of the  
44 office within such time as specified by the office, the office may apply to  
45 the superior court for the judicial district of Hartford or the judicial  
46 district where the development is located enjoining the construction,  
47 expansion, establishment or operation of such development.  
48 Notwithstanding the provisions of this subsection, for single family  
49 home building lots within a subdivision of land, for which a certificate  
50 is required and which do not have a direct exit or entrance on, or directly  
51 abut or adjoin any state highway, no local building official shall issue a  
52 certificate of occupancy to any person, firm, corporation, state agency or  
53 municipal agency to occupy homes on such lots until the person, firm,  
54 corporation or agency provides to such official a copy of the certificate  
55 issued under this section by the office and such official confirms that the  
56 certificate conditions have been satisfied.

57 Sec. 3. Subsection (f) of section 14-311 of the 2024 supplement to the  
58 general statutes is repealed and the following is substituted in lieu  
59 thereof (*Effective July 1, 2024*):

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

70 Sec. 4. Subsection (b) of section 14-311c of the 2024 supplement to the  
71 general statutes is repealed and the following is substituted in lieu  
72 thereof (*Effective July 1, 2024*):

73 (b) Except as otherwise provided in this subsection or permitted by  
74 the Office of the State Traffic Administration, no local building official

75 shall issue a building or foundation permit to any such person, firm,  
76 corporation or agency to build, expand, establish or operate such a  
77 development until the person, firm, corporation or agency provides to  
78 such official a copy of the certificate issued under this section by the  
79 Office of the State Traffic Administration. No local building official shall  
80 issue a certificate of occupancy to any such person, firm, corporation or  
81 agency for such development until the conditions of the certificate  
82 issued by the office under this section have been satisfied. If the office  
83 determines that a local building official issued a building or foundation  
84 permit to any such person, firm, corporation or agency without such  
85 person, firm, corporation or agency having a certificate from the office,  
86 the office shall order the building official to revoke such building or  
87 foundation permit. If the Office of the State Traffic Administration  
88 determines that any person, firm, corporation or agency has (1) started  
89 building, expanding, establishing or operating such a development  
90 without first obtaining a certificate from said office, or (2) has failed to  
91 comply with the conditions of such a certificate, it shall order the person,  
92 firm, corporation or agency to (A) cease constructing, expanding,  
93 establishing or operating the development, or (B) to comply with the  
94 conditions of the certificate within a reasonable period of time. If such  
95 person, firm, corporation or agency fails to (i) cease such work, or (ii)  
96 comply with such order within such time as specified by the Office of  
97 the State Traffic Administration, said office or the traffic authority of the  
98 municipality wherein the development is located may apply to the  
99 superior court for the judicial district of Hartford or the judicial district  
100 where the development is located enjoining the construction, expansion,  
101 establishment or the operation of such development. Notwithstanding  
102 the provisions of this subsection, for single family home building lots  
103 within a subdivision of land, for which a certificate is required and  
104 which do not have a direct exit or entrance on, or directly abut or adjoin  
105 any state highway, no local building official shall issue a certificate of  
106 occupancy to any such person, firm, corporation or agency to occupy  
107 homes on such lots until such person, firm, corporation or agency  
108 provides to such official a copy of the certificate issued under this  
109 section by said office and such official confirms that the certificate

110 conditions have been satisfied.

111 Sec. 5. Subsection (f) of section 14-311c of the 2024 supplement to the  
112 general statutes is repealed and the following is substituted in lieu  
113 thereof (*Effective July 1, 2024*):

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

124 Sec. 6. Section 14-299 of the 2024 supplement to the general statutes  
125 is repealed and the following is substituted in lieu thereof (*Effective July*  
126 *1, 2024*):

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

139 (b) When traffic at an intersection is alternately directed to proceed  
140 and to stop by the use of signals exhibiting colored lights or lighted  
141 arrows, successively one at a time or in combination, only the colors

142 green, red and yellow shall be used, except for special pedestrian-  
143 control signals carrying word legends or symbols. Such lights or arrows  
144 shall apply to drivers of vehicles, [and] pedestrians and operators of  
145 bicycles, except when such pedestrians are directed by pedestrian-  
146 control signals pursuant to subsection (c) of this section and such  
147 operators are directed by bicycle-control signals pursuant to subsection  
148 (e) of this section. Such lights or arrows shall indicate the following:

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

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

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

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

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

188 [(5)] (c) Whenever special pedestrian-control signals exhibiting the  
189 words "Walk" or "Don't Walk" or the image of a walking person  
190 symbolizing "Walk" or an upraised hand symbolizing "Don't Walk" are  
191 in place, [such] pedestrians shall comply with such signals. Such signals  
192 shall indicate as follows: (1) "Walk" or walking person symbol:  
193 Pedestrians facing such signals may proceed across the roadway in the  
194 direction of the signal and shall be given the right-of-way by the drivers  
195 of all vehicles; and (2) "Don't Walk" or upraised hand symbol: No  
196 pedestrian shall start to cross the roadway in the direction of such signal,  
197 but any pedestrian who has partially completed crossing on the walk  
198 signal shall proceed to a sidewalk or safety island while the flashing  
199 "Don't Walk" or flashing upraised hand symbol signal is showing.

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

203 (1) Flashing red: When a red lens is illuminated by rapid intermittent  
204 flashes, [drivers of vehicles] vehicular traffic shall stop before entering  
205 the nearest crosswalk at an intersection, or at a limit line when marked  
206 or, if none, then before entering the intersection, and the right to proceed

207 shall be subject to the rules applicable after making a stop at a stop sign.

208 (2) Flashing yellow: When a yellow lens is illuminated with rapid  
209 intermittent flashes, [drivers of vehicles] vehicular traffic facing such  
210 signal may proceed through the intersection or past such signal only  
211 with caution.

212 (e) Whenever bicycle-control signals with three lens signal heads  
213 exhibiting green, yellow or red bicycle stenciled lenses are in place, the  
214 operators of bicycles shall comply with such signals. Such signals shall  
215 indicate as follows:

216 (1) Green bicycle: Bicycle traffic facing a green bicycle signal may  
217 proceed in the same manner as if facing a green signal alone as described  
218 in subdivision (1) of subsection (b) of this section.

219 (2) Yellow bicycle: Bicycle traffic facing a yellow bicycle signal is  
220 thereby warned in the same manner as if facing a steady yellow signal  
221 as described in subdivision (2) of subsection (b) of this section.

222 (3) Red bicycle: Bicycle traffic facing a red bicycle signal shall stop in  
223 the same manner as if facing a steady red signal alone as described in  
224 subdivision (3) of subsection (b) of this section, provided bicycle traffic  
225 may cautiously enter the intersection as described in said subdivision.

226 (4) Flashing red bicycle: When a red bicycle signal is illuminated by  
227 rapid intermittent flashes, bicycle traffic shall stop in the same manner  
228 as if facing a red lens illuminated by rapid intermittent flashes as  
229 described in subdivision (1) of subsection (d) of this section.

230 (5) Flashing yellow bicycle: When a yellow bicycle signal is  
231 illuminated by rapid intermittent flashes, bicycle traffic may proceed as  
232 described in subdivision (2) of subsection (d) of this section.

233 [(d)] (f) Lenses of the following colors only shall be used and shall be  
234 arranged vertically in the signal face or, when necessary, horizontally,  
235 and shall conform to the following positions: When arranged vertically,  
236 red shall be located at the top, yellow shall be located directly below red



237 and the remaining indications below the yellow in the following order:  
238 Flashing yellow, circular green, vertical arrow, left-turn arrow and  
239 right-turn arrow, as needed; when arranged horizontally, red shall be  
240 located at the left, yellow shall be located directly to the right of red and  
241 the remaining indications to the right of yellow in the following order:  
242 Flashing yellow, left-turn arrow, circular green, vertical arrow and  
243 right-turn arrow, as needed.

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

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

255 Sec. 7. (NEW) (*Effective July 1, 2024*) Notwithstanding the provisions  
256 of any municipal charter, special act or home rule ordinance, any  
257 municipality may, by vote of its legislative body, establish a traffic  
258 authority and appoint one or more persons as members to serve on such  
259 traffic authority. The qualifications, terms of office and compensation, if  
260 any, of any such members shall be prescribed by such legislative body.  
261 A traffic authority established pursuant to this section shall replace any  
262 existing traffic authority in such municipality and have the same powers  
263 and duties as a traffic authority described in subparagraphs (A) to (C),  
264 inclusive, of subdivision (7) of section 14-297 of the general statutes, as  
265 amended by this act.

266 Sec. 8. Subdivision (7) of section 14-297 of the general statutes is  
267 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
268 *2024*):

269 (7) "Traffic authority" means (A) the board of police commissioners  
270 of any city, town or borough, [or] (B) the city or town manager, the chief  
271 of police, the superintendent of police or any legally elected or  
272 appointed official or board [, or any official] having similar powers and  
273 duties [,] of any city, town or borough that has no board of police  
274 commissioners but has a regularly appointed police force, [or] (C) the  
275 board of selectmen of any town in which there is no city or borough with  
276 a regularly appointed police force, or (D) a traffic authority established  
277 pursuant to section 7 of this act, except that, with respect to state  
278 highways and bridges, "traffic authority" means the Office of the State  
279 Traffic Administration, provided nothing contained in this section shall  
280 be construed to limit or detract from the jurisdiction or authority of the  
281 Office of the State Traffic Administration to adopt regulations  
282 establishing a uniform system of traffic control signals, devices, signs  
283 and markings as provided in section 14-298, and the requirement that  
284 no installation of any traffic control signal light shall be made by any  
285 city, town or borough until the installation has been approved by the  
286 Office of the State Traffic Administration as provided in section 14-299,  
287 as amended by this act;

288 Sec. 9. Subsection (b) of section 14-218a of the 2024 supplement to the  
289 general statutes is repealed and the following is substituted in lieu  
290 thereof (*Effective October 1, 2024*):

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

297 (2) The Commissioner of Transportation may establish [the speed  
298 limit on limited access highways during a weather event or an  
299 emergency, provided the commissioner erects electronic signs  
300 indicating such speed limit] a variable speed limit to allow for the  
301 temporary lowering of a posted speed limit on a limited access highway,

302 or a designated portion thereof, to address traffic congestion, road  
303 construction or any other condition that affects the safe and orderly  
304 movement of traffic on such limited access highway. Any such variable  
305 speed limit (A) shall be based on an engineering investigation; (B) shall  
306 not be less than ten miles per hour below the posted speed limit on such  
307 highway, or designated portion thereof; and (C) shall be effective when  
308 the variable speed limit is posted and when a sign notifying motorists  
309 of the change in the posted speed limit is erected not less than five  
310 hundred feet, but not more than one thousand feet, before the point at  
311 which the variable speed limit begins. The commissioner shall use  
312 stationary or portable changeable message signs to provide notice of a  
313 variable speed limit.

314 Sec. 10. Subsection (e) of section 13a-123 of the general statutes is  
315 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
316 *2024*):

317 (e) The following types of signs, displays and devices may, with the  
318 approval of and subject to regulations adopted by the commissioner, be  
319 permitted within the six-hundred-sixty-foot area of interstate, primary  
320 and other limited access state highways, except as prohibited by state  
321 statute, local ordinance or zoning regulation: (1) Directional and other  
322 official signs or notices, which signs and notices shall include, but not  
323 be limited to, signs and notices pertaining to natural wonders and scenic  
324 and historical attractions which are required or authorized by law; (2)  
325 signs, displays and devices advertising the sale or lease of the property  
326 upon which they are located; (3) signs, displays and devices advertising  
327 activities conducted on the property on which they are located; (4) signs,  
328 displays or advertising devices which are in place for sixty days or less;  
329 and (5) advertising signs, displays or devices (A) located or erected on  
330 real property or abutting real property within areas owned, leased or  
331 managed by a public authority for the purpose of (i) railway or rail  
332 infrastructure facilities, including, but not limited to, associated  
333 structures located within areas zoned solely or predominantly for the  
334 development of a railway or rail infrastructure facilities, (ii) bus rapid  
335 transit corridors, including, but not limited to, the Hartford-New Britain

336 busway project authorized in section 13b-15a, and any shelter, structure  
337 or other facility associated with the operation of such bus rapid transit  
338 corridor, (iii) airport development zones designated in section 32-75d,  
339 [or] (iv) bus facilities, or (v) any other similar transit or freight purpose,  
340 or (B) upon or within buildings, structures or other venues in the  
341 custody or control of the state and designed, operated or intended to be  
342 operated for the purpose of presenting athletic, artistic, musical or other  
343 entertainment events. Subject to regulations adopted by the  
344 commissioner and except as prohibited by state statute, local ordinance  
345 or zoning regulation, signs, displays and devices may be erected and  
346 maintained within six hundred sixty feet of primary and other limited  
347 access state highways in areas which are zoned for industrial or  
348 commercial use under authority of law or located in unzoned  
349 commercial or industrial areas which areas shall be determined from  
350 actual land uses and defined by regulations of the commissioner. The  
351 regulations of the commissioner in regard to size, spacing and lighting  
352 shall apply to any segments of the interstate system which traverse  
353 commercial or industrial zones wherein the use of real property adjacent  
354 to the interstate system is subject to municipal regulation or control, or  
355 which traverse other areas where the land use, as of September 21, 1959,  
356 was clearly established under state law as industrial or commercial.

357 Sec. 11. Subsection (b) of section 13b-38ff of the 2024 supplement to  
358 the general statutes is repealed and the following is substituted in lieu  
359 thereof (*Effective July 1, 2024*):

360 (b) [On and after July 1, 2024, each] Each new bus stop or shelter  
361 constructed by the Department of Transportation or a transit district on  
362 and after July 1, 2024, shall (1) be in accordance with the plan developed  
363 pursuant to subsection (a) of this section, and (2) comply with physical  
364 accessibility guidelines, as applicable, under the federal Americans with  
365 Disabilities Act, 42 USC 12101, et seq., as amended from time to time.

366 Sec. 12. Subdivision (10) of section 13b-2 of the general statutes is  
367 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
368 *2024*):

369 (10) ["Fare inspector"] "Fare inspection duties" means the duties of an  
370 employee of (A) the department designated by the commissioner, or (B)  
371 a third-party contractor employed by the department, [whose duties are  
372 to inspect] which include, but are not limited to, the inspection of tickets,  
373 passes or other documentation required to show compliance by the  
374 passenger with the fare payment requirements of state-owned or  
375 controlled bus public transportation service when the fare payment is  
376 off board or a combination of off board and on board such bus.

377 Sec. 13. Subsection (a) of section 13b-34 of the general statutes is  
378 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
379 *2024*):

380 (a) The commissioner [shall have power] may, in order to aid or  
381 promote the operation, whether temporary or permanent, of any  
382 transportation service operating to, from or in the state, to contract in  
383 the name of the state with any person, including, but not limited to, any  
384 common carrier, any transit district formed under chapter 103a or any  
385 special act, or any political subdivision or entity, or with the United  
386 States or any other state, or any agency, instrumentality, subdivision,  
387 department or officer thereof, for purposes of initiating, continuing,  
388 developing, providing or improving any such transportation service.  
389 Such contracts may include provision for arbitration of disputed issues.  
390 The commissioner, in order to aid or promote the operation of any  
391 transportation service operating outside the state, may contract in the  
392 name of the state with any person, including, but not limited to, any  
393 common carrier, or with the United States or any other state, or any  
394 agency, instrumentality, subdivision, department or officer thereof, for  
395 purposes of providing any transportation service in the event such  
396 assistance is required in the case of an emergency or a special event. The  
397 state, acting by and through the commissioner, may, by itself or in  
398 concert with others, provide all or a portion of any such service, share  
399 in the costs of or provide funds for such service, or furnish equipment  
400 or facilities for use in such service upon such terms and conditions as  
401 the commissioner may deem necessary or advisable, and any such  
402 contracts may include, without limitation thereto, arrangements under

403 which the state shall so provide service, share costs, provide funds or  
404 furnish equipment or facilities. To these ends, the commissioner may in  
405 the name of the state acquire or obtain the use of facilities and  
406 equipment employed in providing any such service by gift, purchase,  
407 lease or other arrangements and may own and operate any such  
408 facilities and equipment and establish, charge and collect such fares and  
409 other charges or arrange for such collection for the use or services  
410 thereof as [he] the commissioner may deem necessary, convenient or  
411 desirable. The commissioner, or any [fare inspector] employee of the  
412 department or of a third-party contractor with fare inspection duties, as  
413 defined in section 13b-2, as amended by this act, shall have the authority  
414 to issue citations for any violation of section 13b-38i. The commissioner  
415 may also acquire title in fee simple to, or any lesser estate, interest or  
416 right in, any rights-of-way, properties or facilities, including properties  
417 used on or before October 1, 1969, for rail or other forms of  
418 transportation services. The commissioner may hold such properties for  
419 future use by the state and may enter into agreements for interim use of  
420 such properties for other purposes. Any person contracting with the  
421 state pursuant to this section for the provision of any transportation  
422 service shall not be considered an arm or agent of the state. Any  
423 damages caused by the operation of such transportation service by such  
424 person may be recovered in a civil action brought against such person  
425 in the superior court and such person may not assert the defense of  
426 sovereign immunity in such action.

427 Sec. 14. Subsection (j) of section 13b-34 of the general statutes is  
428 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
429 *2024*):

430 (j) If the commissioner deems it to be in the best interest of the state,  
431 the commissioner may indemnify and hold harmless the Metro-North  
432 Commuter Railroad Company in its capacity as the state's contracted  
433 maintainer of the M-8 rail car fleet for claims brought by the National  
434 Railroad Passenger Corporation or other third parties against the Metro-  
435 North Commuter Railroad Company relative to the operation of M-8  
436 rail cars on National Railroad Passenger Corporation property,

437 provided such indemnification does not relieve the Metro-North  
438 Commuter Railroad Company from liability for its wilful or negligent  
439 acts or omissions.

440 Sec. 15. Subdivision (1) of subsection (a) of section 14-307e of the 2024  
441 supplement to the general statutes is repealed and the following is  
442 substituted in lieu thereof (*Effective July 1, 2024*):

443 (a) (1) A municipality's plan concerning the use of automated traffic  
444 enforcement safety devices in the municipality shall identify the  
445 proposed locations of such devices and include documentation that  
446 such proposed locations comply with the guidelines developed  
447 pursuant to subsection (a) of section 14-307d. The municipality shall  
448 conduct a public hearing regarding any such plan prior to submission  
449 and, by vote of its legislative body or, in a municipality where the  
450 legislative body is a town meeting, by vote of the board of [selectman]  
451 selectmen, shall submit such plan to the Department of Transportation,  
452 in such form as the department may prescribe.

453 Sec. 16. Section 13a-265 of the general statutes is repealed and the  
454 following is substituted in lieu thereof (*Effective July 1, 2024*):

455 The Department of Motor Vehicles shall provide the Department of  
456 Transportation and any vendor with information regarding the owner  
457 of a motor vehicle identified by a work zone speed [camera] control  
458 system as allegedly violating the provisions of section 13a-263, as  
459 amended by this act. Such information shall include, but need not be  
460 limited to, the make and number plate of such motor vehicle and the  
461 name and address of the owner of such motor vehicle.

462 Sec. 17. Section 14-307g of the 2024 supplement to the general statutes  
463 is repealed and the following is substituted in lieu thereof (*Effective July*  
464 *1, 2024*):

465 (a) Not later than eighteen months following the date an automated  
466 traffic enforcement safety device becomes operational in a municipality  
467 pursuant to section 14-307c, as amended by this act, the municipality

468 shall submit a report to the Department of Transportation and to the  
469 joint standing committee of the General Assembly having cognizance of  
470 matters relating to transportation, in accordance with the provisions of  
471 section 11-4a. Such report shall include, but need not be limited to: (1)  
472 The number of violations of sections 14-218a, as amended by this act,  
473 and 14-219 and subdivision (3) of subsection (b) of section 14-299, as  
474 amended by this act, that occurred at the locations where such  
475 automated traffic enforcement safety devices were installed prior to the  
476 use of such devices; (2) the number of violations where a motor vehicle  
477 exceeded the posted speed limit by ten or more miles that were captured  
478 by such devices at such locations; (3) the number of violations where a  
479 motor vehicle failed to comply with the provisions of subdivision (3) of  
480 subsection (b) of section 14-299, as amended by this act, when facing a  
481 steady red signal on a traffic control signal that were captured by such  
482 devices at such locations; (4) if available, the number and type of related  
483 traffic violations and crashes that occurred at each location where an  
484 automated traffic enforcement safety device was installed prior to such  
485 installation and during the use of such devices; (5) the number of  
486 violations of sections 14-218a, as amended by this act, and 14-219 and  
487 subdivision (3) of subsection (b) of section 14-299, as amended by this  
488 act, and related traffic violations and crashes that occurred at locations  
489 where such devices were used and at similar locations where such  
490 devices were not used; (6) a description of situations where recorded  
491 images could not be used or were not used; (7) the number of leased or  
492 rented motor vehicles, out-of-state motor vehicles or other vehicles,  
493 including trucks, where enforcement efforts were unsuccessful; (8) the  
494 amount of revenue from the fines and associated fees retained by the  
495 municipality; and (9) the cost to the municipality to use such devices.

496 (b) Not later than a year after a municipality submits a report  
497 pursuant to subsection (a) of this section, and each year thereafter until  
498 an automated traffic enforcement safety device is no longer operational  
499 in the municipality, the municipality shall submit a report to the  
500 Department of Transportation and to the joint standing committee of the  
501 General Assembly having cognizance of matters relating to



502 transportation, in accordance with the provisions of section 11-4a. Such  
503 annual report shall include, but need not be limited to, (1) the number  
504 of motor vehicles that were subject to one citation, two citations, three  
505 citations or four or more citations, (2) in the case of an automated traffic  
506 enforcement safety device that records images of motor vehicles failing  
507 to comply with the provisions of subdivision (3) of subsection (b) of  
508 section 14-299, as amended by this act, when facing a steady red signal  
509 on a traffic control signal, the number of citations at each location that  
510 were issued to motor vehicles making a right turn, proceeding through  
511 the intersection and making a left turn, (3) a list of engineering and  
512 educational measures undertaken by the municipality to improve safety  
513 in locations when automated traffic enforcement safety devices are  
514 operational, and (4) data regarding how many citations were issued,  
515 how many hearings were requested and the results of any such  
516 hearings.

517 (c) The Department of Transportation shall make any report received  
518 pursuant to the provisions of this section available on the department's  
519 Internet web site.

520 Sec. 18. (NEW) (*Effective from passage*) The Commissioner of  
521 Transportation shall develop and maintain an interactive map on the  
522 Internet web site of the Department of Transportation that displays the  
523 location of and information concerning the department's active  
524 construction capital projects throughout the state. Such map shall  
525 identify the source of funding for each such project, aggregate the total  
526 costs of all such projects by funding type and construction phase and  
527 provide information and scheduled phases for each such project.

528 Sec. 19. Section 13b-38h of the general statutes is repealed and the  
529 following is substituted in lieu thereof (*Effective July 1, 2024*):

530 (a) The Department of Transportation shall provide for changes in  
531 fares for mass transportation by land in accordance with the provisions  
532 of this section and shall not be required to conform to the procedures in  
533 chapter 54.

534 (b) Prior to adopting any change in fares for mass transportation by  
535 land, the department shall (1) give notice of the proposed fare change,  
536 its amount and the date it is proposed to take effect by advertising, at  
537 least once, in one or more newspapers having general circulation in all  
538 areas of the state that may be affected by such change in fares, and (2) in  
539 such notice, provide information on the time and place a public hearing  
540 is to be held on such proposed change. Such notice shall be [posted]  
541 provided at least fifteen days prior to such public hearing. The  
542 department shall, at least fifteen days prior to such public hearing, send  
543 a copy of such notice to the chairpersons and ranking members of the  
544 joint standing committees of the General Assembly having cognizance  
545 of matters relating to transportation and [to] finance and to the  
546 Connecticut Public Transportation Council, established under section  
547 13b-212b. A public hearing on the proposed fare change shall be held at  
548 such time and place as will be convenient for public attendance.

549 (c) When the department is required to hold a public hearing  
550 regarding a proposed major service change to commuter rail service in  
551 accordance with the Federal Transit Administration Title VI Circular  
552 4702.1B, as amended from time to time, the department shall, at least  
553 fifteen days prior to such public hearing, provide notice of such public  
554 hearing to the chairpersons and ranking members of the joint standing  
555 committees of the General Assembly having cognizance of matters  
556 relating to transportation and finance and to the Connecticut Public  
557 Transportation Council.

558 Sec. 20. Section 15-34 of the general statutes is repealed and the  
559 following is substituted in lieu thereof (*Effective July 1, 2024*):

560 For the [purpose of the laws of this state relating to aeronautics]  
561 purposes of this chapter, the following words and phrases [shall] have  
562 the following meanings, [herein given,] unless the context otherwise  
563 requires:

564 (1) "Aeronautics" means transportation by aircraft; the operation,  
565 repair or maintenance of aircraft, [or] aircraft engines or unmanned

566 aircraft except by a manufacturer, including the repair, packing and  
567 maintenance of parachutes; the design, establishment, construction,  
568 extension, operation, improvement, repair or maintenance of airports,  
569 heliports, vertiports, restricted landing areas or other air navigation  
570 facilities, and air instruction.

571 (2) "Air instruction" means the imparting of aeronautical information  
572 by any aeronautics instructor or in or by any air school or flying club.

573 (3) "Air navigation" means the operation or navigation of aircraft in  
574 the air space over this state or upon any airport or restricted landing  
575 area within this state.

576 (4) "Air navigation facility" means any facility, other than one owned  
577 or controlled by the federal government, used in, available for use in or  
578 designed for use in, aid of air navigation, including airports, heliports,  
579 vertiports, restricted landing areas, and any structures, mechanisms,  
580 lights, beacons, marks, communicating systems or other  
581 instrumentalities or devices used or useful as an aid, or constituting an  
582 advantage or convenience, to the safe taking-off, navigation and landing  
583 of aircraft, or the safe and efficient operation or maintenance of an  
584 airport, heliport, vertiport or restricted landing area, and any  
585 combination of such facilities.

586 (5) "Aircraft" means any contrivance used or designed for navigation  
587 of or flight in air, including (A) airplanes, meaning power-driven fixed-  
588 wing aircraft, heavier than air, supported by the dynamic reaction of the  
589 air against their wings, (B) gliders, meaning heavier than air aircraft, the  
590 free flight of which does not depend principally upon a power-  
591 generating unit, and (C) rotorcraft, meaning power-driven aircraft,  
592 heavier than air, supported during flight by one or more rotors.  
593 "Aircraft" does not include unmanned aircraft.

594 (6) "Airman" means (A) any individual who engages, as the person in  
595 command, or as a pilot, mechanic or member of the crew, in the  
596 navigation of aircraft while under way; [and (excepting any individual  
597 employed outside the United States, any individual employed by a

598 manufacturer of aircraft, aircraft engines, propellers or appliances to  
599 perform duties as inspector or mechanic in connection therewith, and  
600 any individual performing inspection or mechanical duties in  
601 connection with aircraft owned or operated by him)] (B) any individual  
602 who is directly in charge of the inspection, maintenance, overhauling or  
603 repair of aircraft engines, propellers or appliances; and (C) any  
604 individual who serves in the capacity of aircraft dispatcher or air-traffic  
605 control-tower operator. "Airman" does not include any individual  
606 employed outside the United States, any individual employed by a  
607 manufacturer of aircraft, aircraft engines, propellers or appliances to  
608 perform duties as an inspector or mechanic in connection with such  
609 aircraft, engines, propellers or appliances and any individual  
610 performing inspection or mechanical duties in connection with aircraft  
611 owned or operated by such individual.

612 (7) "Airport" means any area of land or water, except a restricted  
613 landing area, which is designed for the landing and takeoff of aircraft,  
614 whether or not facilities are provided for the shelter, servicing or repair  
615 of aircraft, or for receiving or discharging passengers or cargo, and all  
616 appurtenant areas used or suitable for airport buildings or other airport  
617 facilities, and all appurtenant rights-of-way.

618 (8) "Airport hazard" means any structure, object of natural growth or  
619 use of land which obstructs the air space required for the flight of  
620 aircraft in landing or taking off at any airport, heliport, vertiport or  
621 restricted landing area or is otherwise hazardous to such landing or  
622 taking-off.

623 (9) "Airport protection privileges" means easements through or other  
624 interests in air space over land or water, interests in airport hazards  
625 outside the boundaries of airports, heliports, vertiports or restricted  
626 landing areas and other protection privileges the acquisition or control  
627 of which is necessary to [insure] ensure safe approaches to the landing  
628 areas of airports, heliports, vertiports and restricted landing areas and  
629 the safe and efficient operation thereof.

630 (10) "Careless, negligent or reckless operation" means the operation  
631 or piloting of any aircraft or unmanned aircraft carelessly, negligently,  
632 recklessly or in such manner as to endanger the property, life or limb of  
633 any person, due regard being had to the proximity of other aircraft or  
634 unmanned aircraft, the prevailing weather conditions and the territory  
635 being flown over.

636 (11) "Civil aircraft" means any aircraft other than a public aircraft.

637 (12) Repealed by 1972, P.A. 134, S. 6.

638 (13) "Connecticut Airport Authority" or "authority" means the  
639 Connecticut Airport Authority established pursuant to chapter 267b.

640 (14) "Executive director" means the executive director of the  
641 Connecticut Airport Authority or [his or her] the executive director's  
642 designee.

643 (15) "Flying club" means any person other than an individual which,  
644 neither for profit nor reward, owns, leases or uses one or more aircraft  
645 for the purpose of instruction or pleasure or both.

646 (16) "Manufacturer" means a person, partnership, association, limited  
647 liability company or corporation which, during the calendar year  
648 preceding application for registration, manufactured or assembled one  
649 or more aircraft for sale, or which proves to the satisfaction of the  
650 executive director that it intends in good faith to manufacture or  
651 assemble one or more aircraft for sale during the year immediately  
652 ensuing.

653 (17) "Municipality" means any city, town or borough or other  
654 subdivision of this state.

655 (18) "Navigable air space" means air space above the minimum  
656 altitudes of flight prescribed by the laws of this state or by procedures  
657 of the authority. [consistent therewith.]

658 (19) "Nonresident" means any person whose legal residence is

659 outside this state.

660 (20) "Operation of aircraft" means the use of aircraft for the purpose  
661 of air navigation and includes the navigation or piloting of aircraft. Any  
662 person who causes or authorizes the operation of aircraft, whether with  
663 or without the right of legal control thereof, shall be deemed to be  
664 engaged in the operation of aircraft within the meaning of the statutes  
665 of this state.

666 (21) "Person" means any individual, firm, partnership, corporation,  
667 limited liability company, company, association, joint stock association  
668 or body politic and includes any trustee, receiver, assignee or other  
669 similar representative thereof.

670 (22) "Public aircraft" means an aircraft used exclusively in the service  
671 of any government or of any political subdivision thereof, including the  
672 government of any state, territory or possession of the United States, or  
673 the District of Columbia, but does not include any government-owned  
674 aircraft engaged in carrying persons or property for commercial  
675 purposes.

676 (23) "Restricted landing area" means any area of land or water or  
677 both, which is used or is made available for the landing and takeoff of  
678 aircraft, the use of which shall, except in case of emergency, be only as  
679 provided from time to time by the executive director.

680 (24) Repealed by P.A. 85-130.

681 (25) Repealed by P.A. 77-614, S. 609, 610.

682 (26) Repealed by P.A. 77-614, S. 609, 610.

683 (27) "Heliport" means an area of defined dimensions, either at ground  
684 level or elevated on a structure, designated for the landing and takeoff  
685 of helicopters, which may be restricted solely for that purpose.

686 (28) "Ultra light aircraft" means (A) any aircraft which meets the  
687 criteria established by the Federal Aviation Administration, federal Air

688 Regulation Part 103, or (B) any vehicle which: (i) Is used or intended to  
689 be used for manned operation by a single occupant in the air; (ii) is used  
690 or intended to be used for recreation or sport purposes only; (iii) has not  
691 been issued an airworthiness certificate by the government of the United  
692 States or any foreign government; and (iv) if unpowered, weighs less  
693 than one hundred fifty-five pounds or, if powered, weighs less than two  
694 hundred fifty-four pounds, empty weight, has a fuel capacity of no more  
695 than five U.S. gallons, is not capable of more than fifty-five knots  
696 calibrated air speed at full power in level flight and has a power-off stall  
697 speed which does not exceed twenty-four knots calibrated air speed.

698 (29) "Unmanned aircraft" means a powered aircraft that (A) uses  
699 aerodynamic forces to provide vertical lift, (B) is operated remotely by  
700 a pilot in command or is capable of autonomous flight, (C) does not  
701 carry a human operator, and (D) can be expendable or recoverable.

702 (30) "Vertiport" means an area of defined dimensions, either at  
703 ground level or elevated on a structure, designated for the vertical  
704 landing and takeoff of aircraft, which may be restricted solely for that  
705 purpose.

706 Sec. 21. Section 13b-39a of the 2024 supplement to the general statutes  
707 is repealed and the following is substituted in lieu thereof (*Effective July*  
708 *1, 2024*):

709 [The] Not later than October first annually, the owner of any aircraft,  
710 as defined in subdivision (5) of section 15-34, as amended by this act,  
711 which is based or primarily used at any airport facility, heliport,  
712 vertiport, air navigation facility, restricted landing area or seaplane base  
713 in a municipality within this state shall [, not later than October 1, 1993,  
714 and annually thereafter, be required to] register with the municipality  
715 in which such aircraft is based or primarily used, by filing an application  
716 form, or renewal thereof, and paying the appropriate registration fee, as  
717 provided for in section 12-71, this section and section 13b-39b, as  
718 amended by this act. The owner of any aircraft which is based or  
719 primarily used at any such air navigation facility or restricted landing

720 area in this state shall register such aircraft not later than July 1, 1994,  
721 and annually thereafter not later than the first of October. Any aircraft  
722 shall be deemed to be based or primarily used in a municipality when  
723 in the normal course of its use, it leaves from and returns to or remains  
724 at one or more points within the municipality more often or longer than  
725 at any other single location outside of the municipality.

726 Sec. 22. Section 13b-39b of the 2024 supplement to the general statutes  
727 is repealed and the following is substituted in lieu thereof (*Effective July*  
728 *1, 2024*):

729 The executive director of the Connecticut Airport Authority shall  
730 prepare and distribute to each municipality in which aircraft are based  
731 or primarily used, forms and decals for the registration of aircraft and  
732 the renewal of such registrations. Each municipality shall designate a  
733 municipal registration official who may be an official or employee of the  
734 municipality or of any airport facility, heliport, vertiport or seaplane  
735 base located within the municipality, to utilize the information obtained  
736 pursuant to section 13b-49a, as amended by this act, and perform the  
737 duties of registration of aircraft as set forth in sections 13b-39a to 13b-  
738 39g, inclusive, as amended by this act, and shall furnish to the executive  
739 director, in writing, the name, address and telephone number of each  
740 such official. The municipality shall immediately notify the executive  
741 director upon any changes relative to the municipal registration official.

742 Sec. 23. Section 13b-46 of the general statutes is repealed and the  
743 following is substituted in lieu thereof (*Effective July 1, 2024*):

744 (a) The executive director may approve airports, heliports, vertiports,  
745 restricted landing areas [.] and other air navigation facilities. Any  
746 municipality or person acquiring property for the purpose of  
747 constructing or establishing an airport, heliport, vertiport or restricted  
748 landing area shall, prior to such acquisition, apply to the executive  
749 director for a certificate of approval of the site selected and the general  
750 purpose or purposes for which the property is to be acquired, to [insure]  
751 ensure that the property and its use shall conform to minimum



752 standards of safety and shall serve the public interest. Any proposed  
753 airport, heliport, vertiport, restricted landing area or other air  
754 navigation facility at which more than thirty-six landings and takeoffs  
755 are expected to be made by aircraft in any year shall be approved by the  
756 executive director before it shall be licensed to be used or operated. The  
757 executive director shall make no charge for approval certificates of  
758 proposed property acquisition for airport, heliport, vertiport or  
759 restricted landing area purposes.

760 (b) The executive director may license airports, heliports, vertiports,  
761 restricted landing areas and other air navigation facilities and renew  
762 such licenses. When a certificate of approval of an airport, heliport,  
763 vertiport or restricted landing area has been issued by the executive  
764 director, [he or she] the executive director may grant a license for  
765 operation and use. On and after July 1, 1995, the executive director shall  
766 charge a fee of one hundred fifty dollars for each license or renewal  
767 thereof. Each such license shall be effective for a period of three years  
768 from the date of issuance. Each licensee shall certify, on a form provided  
769 by the executive director, that the licensed facility shall comply with all  
770 applicable federal, state and local laws and regulations during the  
771 license period. Municipalities shall be exempt from the payment of any  
772 license fee in connection with airports owned or operated by such  
773 municipalities.

774 (c) No municipality or officer or employee thereof and no person  
775 shall operate an airport, heliport, vertiport, restricted landing area or  
776 other air navigation facility for which approval has not been granted,  
777 and a license has not been issued, by the executive director. The  
778 provisions of this section shall not apply to any airport, heliport,  
779 vertiport, restricted landing area or other air navigation facility owned  
780 by the federal government within this state.

781 (d) Any heliport in operation prior to October 1, 1985, shall be  
782 deemed licensed for operation and use and the executive director shall  
783 issue an original license for any such heliport upon the written request  
784 of the person who controls and operates such heliport. Such heliports

785 shall be subject to the provisions of this chapter concerning the renewal  
786 or revocation of licenses, inspection and review of air navigation  
787 facilities and any other provision of this chapter except those concerning  
788 the initial approval or licensing of such facilities. Such heliports shall be  
789 subject to any rule or procedure adopted by the authority in accordance  
790 with the provisions of this chapter except those concerning the initial  
791 approval or licensing of any air navigation facility.

792 Sec. 24. Section 13b-48 of the general statutes is repealed and the  
793 following is substituted in lieu thereof (*Effective July 1, 2024*):

794 Upon receipt of any application for a certificate of approval of an  
795 airport, heliport, vertiport or restricted landing area, or an original  
796 license to use or operate an airport, heliport, vertiport, restricted landing  
797 area or other air navigation facility, the executive director shall send  
798 notice thereof by registered or certified mail to the chief executive officer  
799 or first selectman of the municipality or municipalities in which the  
800 proposed airport, heliport, vertiport, restricted landing area or other air  
801 navigation facility is proposed to be located. If the applicant, or such  
802 municipality within fifteen days after receipt of such notice, requests a  
803 public hearing, the executive director shall set a time and place for such  
804 hearing in the municipality in which the proposed airport, heliport,  
805 vertiport, restricted landing area or other air navigation facility is  
806 proposed to be situated, at which hearing interested parties shall have  
807 an opportunity to be heard. The executive director may hold a public  
808 hearing in any case where no such request is made. Notice of any such  
809 hearing shall be published by the executive director in a newspaper of  
810 general circulation in such municipality at least twice, the first  
811 publication to be at least fifteen days prior to the date of the hearing.  
812 Upon the conclusion of such hearing, the executive director shall  
813 consider all the relevant evidence and shall issue an order granting or  
814 denying such application, written notice of which shall be sent by  
815 registered or certified mail to the applicant and to the chief executive  
816 officer or the first selectman of the municipality or municipalities in  
817 which the proposed airport, heliport, vertiport, restricted landing area  
818 or other air navigation facility is to be located. Orders issued pursuant

819 to this section shall comply with the requirements of section 15-66, as  
820 amended by this act, and shall be subject to appeal as provided in  
821 section 15-67.

822 Sec. 25. Section 13b-49 of the general statutes is repealed and the  
823 following is substituted in lieu thereof (*Effective July 1, 2024*):

824 The executive director may revoke temporarily or permanently any  
825 certificate of approval or license upon a determination that an airport,  
826 heliport, vertiport, restricted landing area or other navigation facility is  
827 not being maintained or used in accordance with the provisions of this  
828 chapter, [or] chapter 266 [,] or any regulations or procedures adopted  
829 pursuant to said chapters.

830 Sec. 26. Section 13b-49a of the 2024 supplement to the general statutes  
831 is repealed and the following is substituted in lieu thereof (*Effective July*  
832 *1, 2024*):

833 (a) Not later than July thirty-first annually, the owner or operator of  
834 any airport, heliport, vertiport, restricted landing area, seaplane base or  
835 other air navigation facility licensed under the provisions of section 13b-  
836 46, as amended by this act, shall submit to the executive director and the  
837 municipality in which the aircraft is based, the following information  
838 with respect to an aircraft which is based or primarily used at such  
839 facility as of July first of such year: (1) The identity and address of the  
840 owner and form of ownership, including information as to whether the  
841 owner is an individual, partnership, corporation or other entity; (2) the  
842 type of aircraft, including the year of manufacture, the manufacturer,  
843 the model and the certified gross weight; and (3) the Federal Aviation  
844 Aircraft Registration number.

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

849 Sec. 27. Subsection (a) of section 13b-50 of the 2024 supplement to the

850 general statutes is repealed and the following is substituted in lieu  
851 thereof (*Effective July 1, 2024*):

852 (a) The executive director of the Connecticut Airport Authority is  
853 authorized to cooperate with the government of the United States or any  
854 agency or department thereof in the acquisition, construction,  
855 improvement, maintenance and operation of airports, heliports,  
856 vertiports, landing fields and other aeronautical facilities in this state  
857 where federal financial aid is received and to comply with the  
858 provisions of the laws of the United States and any regulations made  
859 thereunder for the expenditure of federal moneys upon such airports,  
860 heliports, vertiports, landing fields and facilities. The executive director  
861 is authorized to accept, receive and receipt for federal or other moneys  
862 for and on behalf of this state or any political subdivision thereof for the  
863 acquisition, construction, improvement, maintenance and operation of  
864 facilities within this state. All moneys accepted for disbursement by the  
865 executive director pursuant to this subsection shall be disbursed in  
866 accordance with the provisions of the respective grants.

867 Sec. 28. Section 13b-50p of the general statutes is repealed and the  
868 following is substituted in lieu thereof (*Effective July 1, 2024*):

869 (a) The executive director of the Connecticut Airport Authority, upon  
870 receipt of a written complaint, in such form and containing such  
871 information as the executive director may require, from any person  
872 alleging that there have been repeated landings or takeoffs by aircraft  
873 from any real property not licensed as an airport, heliport, vertiport,  
874 restricted landing area or other air navigation facility under the  
875 provisions of section 13b-46, as amended by this act, may require the  
876 owner of such property to keep records of all landings and takeoffs  
877 made by aircraft from such property for a period of one year. Upon  
878 receipt of such records, the executive director shall, within ten days,  
879 forward [them] such records to the chief elected official of the  
880 municipality in which such area or facility is located. The provisions of  
881 this subsection shall not apply to any landing or takeoff made by  
882 military aircraft or an emergency medical service organization, any

883 landing made for emergency purposes or [to] any landing or takeoff  
884 made at an annual special event or for agricultural purposes.

885 (b) The executive director shall adopt written procedures, in  
886 accordance with the provisions of section 1-121, to implement the  
887 provisions of subsection (a) of this section. The procedures shall include,  
888 but not be limited to, the type of information the property owner may  
889 be required to record, the procedures for transmitting such information  
890 to the executive director and standards for determining what constitutes  
891 an annual special event and agricultural purposes.

892 (c) Any person who violates any provision of this section or any  
893 procedure adopted pursuant to this section shall be fined not more than  
894 five hundred dollars.

895 (d) In addition to the fine imposed pursuant to subsection (c) of this  
896 section, a municipality may, by ordinance, establish a fine of not more  
897 than two hundred fifty dollars for violating any provision of this section.

898 Sec. 29. Section 15-41 of the general statutes is repealed and the  
899 following is substituted in lieu thereof (*Effective July 1, 2024*):

900 The executive director may perform such acts, issue and amend such  
901 orders, and make and amend such reasonable general or special  
902 regulations and [procedure] procedures and establish such minimum  
903 standards, consistent with the provisions of this chapter, as the  
904 executive director deems necessary or appropriate, and which are  
905 commensurate with and for the purpose of protecting and [insuring]  
906 ensuring the general public interest and safety, the safety of persons  
907 receiving instruction concerning, or operating, using or traveling in,  
908 aircraft, of persons operating or using unmanned aircraft, and of  
909 persons and property on land or water, and to develop and promote  
910 aeronautics in this state. No regulation or procedure of the executive  
911 director shall apply to airports or other air navigation facilities owned  
912 by the federal government within this state.

913 Sec. 30. Section 15-71b of the general statutes is repealed and the

914 following is substituted in lieu thereof (*Effective July 1, 2024*):

915 As used in [section] sections 15-45, as amended by this act, and 15-  
916 71a, as amended by this act, and chapter 267:

917 [(a)] (1) "Aircraft accident" means an occurrence associated with the  
918 operation of an aircraft which takes place between the time any person  
919 boards the aircraft with the intention of flight until such time as all such  
920 persons have disembarked, in which any person suffers death or serious  
921 injury as a result of such person being in or upon the aircraft or in direct  
922 contact with the aircraft or anything attached thereto or as a result of the  
923 operation of the aircraft, or the aircraft receives substantial damage;

924 [(b)] "Operator" means any person who causes or authorizes the  
925 operation of an aircraft, such as the owner, lessee or bailee of an aircraft;]

926 [(c)] (2) "Substantial damage" means (A) damage in excess of one  
927 thousand dollars to the property of any person, or (B) damage or  
928 structural failure which adversely affects the structural strength,  
929 performance or flight characteristics of the aircraft or unmanned  
930 aircraft, and which would normally require major repair or replacement  
931 of the affected component. [, except that] "Substantial damage" does not  
932 include engine failure, damage limited to an engine, bent fairings or  
933 cowling, dented skin, small punctured holes in the skin of fabric, ground  
934 damage to rotor or propeller blades and damage to landing gear,  
935 wheels, tires, flaps, engine accessories, brakes or wing tips; [are not  
936 considered "substantial damage" for the purpose of this part.] and

937 (3) "Unmanned aircraft accident" means an occurrence associated  
938 with the operation of an unmanned aircraft that takes place between the  
939 time an unmanned aircraft takes off until such unmanned aircraft lands,  
940 in which any person suffers death or serious injury because of such  
941 person being in direct contact with the unmanned aircraft or anything  
942 attached thereto or because of the operation of the unmanned aircraft,  
943 or the unmanned aircraft incurs or causes substantial damage.

944 Sec. 31. Section 15-45 of the general statutes is repealed and the

945 following is substituted in lieu thereof (*Effective July 1, 2024*):

946 The executive director may hold investigations, inquiries and  
947 hearings concerning matters covered by the provisions of this chapter,  
948 aircraft accidents, unmanned aircraft accidents or orders, [and]  
949 regulations and procedures of the executive director.

950 Sec. 32. Section 15-66 of the general statutes is repealed and the  
951 following is substituted in lieu thereof (*Effective July 1, 2024*):

952 In any case in which the executive director of the Connecticut Airport  
953 Authority refuses to issue a certificate of approval of, or license or  
954 renewal of license for, an airport, restricted landing area, heliport,  
955 vertiport or other air navigation facility, or in any case in which the  
956 executive director issues any order requiring certain things to be done  
957 or revoking any license, the executive director shall set forth the reasons  
958 therefor and shall state the requirements to be met before such approval  
959 shall be given, license granted or order modified or changed. Any order  
960 made by the executive director pursuant to the provisions of this chapter  
961 shall be served upon the interested persons by registered or certified  
962 mail or in person. To carry out the provisions of this chapter, the  
963 executive director and any official or employee of the authority and any  
964 state or municipal officer charged with the duty of enforcing this chapter  
965 may inspect and examine at reasonable hours any premises and the  
966 buildings and other structures thereon where airports, restricted  
967 landing areas, heliports, vertiports, air schools, flying clubs or other air  
968 navigation facilities or aeronautical activities are operated or carried on.  
969 No provision of this section shall prohibit the executive director from  
970 suspending or revoking the right of any person to pilot, or the right to  
971 any operation of any aircraft within this state, for any cause that is  
972 deemed sufficient, with or without a hearing. No appeal taken from the  
973 action of the executive director shall act as a stay of suspension or  
974 revocation except with the executive director's consent and under such  
975 conditions as the executive director may prescribe. No service of process  
976 shall be necessary in connection with any of the prescribed activities of  
977 the executive director. The term of any suspension or revocation shall

978 commence upon notice thereof by the executive director.

979 Sec. 33. Section 15-69 of the general statutes is repealed and the  
980 following is substituted in lieu thereof (*Effective July 1, 2024*):

981 (a) Any person who interferes or tampers with any airport, heliport,  
982 vertiport, landing field or airway or the equipment thereof or who  
983 interferes or tampers with or circumvents, attempts to circumvent or  
984 thwart any security device or equipment installed or who circumvents,  
985 attempts to circumvent or fails to comply with security measures or  
986 procedures in operation at any airport shall be guilty of a class D felony.

987 (b) Any person who knowingly or intentionally provides false  
988 information, makes a false written statement or withholds relevant  
989 information on any application or other document required by airport  
990 or airplane operator security plans or measures pursuant to federal law  
991 and regulations which is submitted to any airport owner or operator, air  
992 carrier, airport tenant, concessionaire or contractor shall be fined not  
993 more than one thousand dollars or imprisoned not more than one year  
994 or be both fined and imprisoned.

995 Sec. 34. Section 15-71a of the general statutes is repealed and the  
996 following is substituted in lieu thereof (*Effective July 1, 2024*):

997 Any pilot, whether resident or nonresident, of a civil aircraft involved  
998 in an aircraft accident [resulting in personal injury or substantial  
999 damage to the aircraft] and any operator, whether resident or  
1000 nonresident, of an unmanned aircraft involved in an unmanned aircraft  
1001 accident shall immediately notify the executive director or the state  
1002 police of such accident. If the pilot, [or] pilots, operator or operators are  
1003 incapacitated, any person who caused or authorized the operation of  
1004 such aircraft or unmanned aircraft at the time of the accident shall be  
1005 responsible for giving such notification. [A] The pilot, pilots, operator or  
1006 operators shall file a written report [shall be filed] concerning the  
1007 accident with the executive director [within] not later than fourteen  
1008 calendar days after such accident on a form prescribed by the executive  
1009 director. If requested by the executive director, a written report may also



1010 be required for an aircraft or unmanned accident when the damage is  
1011 less than substantial damage. The executive director may make an  
1012 investigation of such accidents as [he or she] the executive director  
1013 deems advisable or in lieu of a detailed investigation, may accept a copy  
1014 of the final report by a federal investigation agency.

1015 Sec. 35. Section 15-72 of the general statutes is repealed and the  
1016 following is substituted in lieu thereof (*Effective July 1, 2024*):

1017 No person shall operate any aircraft or unmanned aircraft carelessly,  
1018 negligently or recklessly, or in such a manner as to endanger the  
1019 property, life or limb of any person, having regard to the proximity of  
1020 other aircraft or other unmanned aircraft, weather conditions, field  
1021 conditions and, while in flight, the territory flown over.

1022 Sec. 36. Section 15-73 of the general statutes is repealed and the  
1023 following is substituted in lieu thereof (*Effective July 1, 2024*):

1024 Where necessary in order to provide unobstructed air space for the  
1025 landing and taking-off of aircraft, in the case of airports, heliports,  
1026 vertiports and restricted landing areas acquired or operated by the  
1027 authority, the executive director or, if a taking is required, the  
1028 Commissioner of Transportation, and, in the case of municipal airports,  
1029 the municipality, is granted authority to acquire, in the same manner as  
1030 is provided for the acquisition of property for airport purposes,  
1031 easements through or other interests in air space over land or water,  
1032 interests in airport hazards outside the boundaries of the airports,  
1033 heliports, vertiports or restricted landing areas, and such other airport  
1034 protection privileges as are necessary to [insure] ensure safe approaches  
1035 to the landing areas of such airports, heliports, vertiports and restricted  
1036 landing areas and the safe and efficient operation thereof. The executive  
1037 director or, if a taking is required, said commissioner, is empowered to  
1038 acquire in the same manner the right of easement for a term of years or  
1039 perpetually to place or maintain suitable marks for the daytime marking  
1040 and suitable lights for the nighttime marking of airport hazards for the  
1041 purpose of maintaining and repairing such lights and marks. No person

1042 shall build, rebuild or create or cause to be built, rebuilt or created any  
1043 object, or plant, cause to be planted or permit to grow higher any tree or  
1044 trees or other vegetation, which encroach upon any airport protection  
1045 privileges acquired pursuant to the provisions of this section. Any such  
1046 encroachment is declared to be a public nuisance and may be abated in  
1047 the manner prescribed by law for the abatement of public nuisances, or  
1048 the municipality in charge of the airport, heliport, vertiport or restricted  
1049 landing area for which airport protection privileges have been acquired  
1050 as provided in this section may go upon the land of others and remove  
1051 any such encroachment without being liable for damages in so doing.  
1052 Before exercising any of the powers conferred [herein] in this section,  
1053 the executive director shall establish and publish in detailed form,  
1054 available to the public, the standards which the executive director has  
1055 adopted and will apply in making a determination that public  
1056 convenience and necessity require the taking of any parcel of land or  
1057 interest therein.

1058 Sec. 37. Section 15-74a of the general statutes is repealed and the  
1059 following is substituted in lieu thereof (*Effective July 1, 2024*):

1060 Terms used in this section and sections 15-74b and 15-74c [,] shall be  
1061 construed as follows, unless another meaning is expressed or is clearly  
1062 apparent from the language or the context: "public service company"  
1063 [means "public service company" as defined by] has the same meaning  
1064 as provided in section 16-1; "public airport" means any state or  
1065 municipality owned airport, heliport, vertiport, restricted landing area  
1066 or other air navigational facility or any facility licensed by the executive  
1067 director of the Connecticut Airport Authority under section 13b-46, as  
1068 amended by this act, except any privately owned airport, heliport,  
1069 vertiport, restricted landing area or air navigational facility unless the  
1070 same has been on file with the Federal Aviation Administration for a  
1071 period of at least two years and designated by it as a facility open to the  
1072 public; and "clear zone" means an area extending for up to one-half mile  
1073 from the end of a runway on a public airport and designated by the  
1074 executive director as a clear zone in accordance with regulations or  
1075 procedures adopted by the executive director.

1076 Sec. 38. Section 15-77 of the general statutes is repealed and the  
1077 following is substituted in lieu thereof (*Effective October 1, 2024*):

1078 (a) No person shall operate or attempt to operate any aircraft or  
1079 unmanned aircraft on the ground or in the air while under the influence  
1080 of intoxicating liquor or of any drug.

1081 (b) No person shall operate or attempt to operate any aircraft on the  
1082 ground or in the air carrying passengers who are under the influence of  
1083 intoxicating liquor or of any drug.

1084 (c) Any person who violates any provision of this section shall, for a  
1085 first offense, be guilty of a class C misdemeanor and, for any subsequent  
1086 offense, be guilty of a class A misdemeanor.

1087 Sec. 39. (NEW) (*Effective October 1, 2024*) The Connecticut Airport  
1088 Authority, in consultation with the Department of Transportation and  
1089 representatives from the unmanned aircraft industry, organizations  
1090 representing municipalities and organizations representing first  
1091 responders, may adopt procedures pursuant to the provisions of section  
1092 1-121 of the general statutes that (1) specify where unmanned aircraft  
1093 may take off and land, giving consideration to the public health, safety,  
1094 aesthetics and general welfare of this state, and (2) govern the operation  
1095 of unmanned aircraft, unless otherwise prohibited by, or provided for,  
1096 in federal law.

1097 Sec. 40. (NEW) (*Effective October 1, 2024*) (a) As used in this section,  
1098 (1) "unmanned aircraft" has the same meaning as provided in section 15-  
1099 34 of the general statutes, as amended by this act; (2) "armed forces of  
1100 the United States" has the same meaning as "armed forces" in section 27-  
1101 103 of the general statutes; (3) "armed forces of the state" has the same  
1102 meaning as described in section 27-2 of the general statutes; (4)  
1103 "firefighter" has the same meaning as described in section 7-313g of the  
1104 general statutes; (5) "police officer" has the same meaning as provided  
1105 in section 7-294a of the general statutes; and (6) "public service  
1106 company" has the same meaning as described in section 16-1 of the  
1107 general statutes.

1108 (b) No person shall operate an unmanned aircraft, or program an  
1109 unmanned aircraft to operate, at a height of less than two hundred fifty  
1110 feet over the boundaries of private premises without the prior approval  
1111 of the owner of such premises.

1112 (c) The provisions of subsection (b) of this section shall not apply to  
1113 (1) the operation of an unmanned aircraft by, or on behalf of, an  
1114 employee of the federal government, the state or a political subdivision  
1115 of the state, a member of the armed forces of the United States, a member  
1116 of the armed forces of the state, a firefighter, a police officer or an  
1117 employee of a public service company when such operation is in the  
1118 performance of the official duties of such employee, member, firefighter  
1119 or officer, or (2) a person operating an unmanned aircraft for  
1120 commercial purposes in compliance with authorization granted by the  
1121 Federal Aviation Administration to the extent such operation is  
1122 necessary for such commercial purpose.

1123 (d) Any person who violates any provision of this section shall have  
1124 committed an infraction.

1125 Sec. 41. Subsection (g) of section 30-91 of the 2024 supplement to the  
1126 general statutes is repealed and the following is substituted in lieu  
1127 thereof (*Effective October 1, 2024*):

1128 (g) Notwithstanding any provision of subsection (a) and subdivisions  
1129 (1) and (2) of subsection (e) of this section, food or nonalcoholic  
1130 beverages may be sold, dispensed or consumed in places operating  
1131 under a cafe permit issued pursuant to subsection (d) of section 30-22a,  
1132 at any time, as allowed by agreement between the Connecticut Airport  
1133 Authority and its lessees or concessionaires. In the case of premises  
1134 operating at Bradley International Airport under a cafe permit, the sale,  
1135 dispensing or consumption or the presence in glasses or other  
1136 receptacles suitable to permit the consumption of alcoholic liquor by an  
1137 individual shall be unlawful on [ : (1) Monday, Tuesday, Wednesday,  
1138 Thursday and Friday between the hours of one o'clock a.m. and six  
1139 o'clock a.m., (2) Saturday and Sunday between the hours of two o'clock

1140 a.m. and six o'clock a.m., (3) Christmas, except for alcoholic liquor that  
1141 is served where food is also available during the hours otherwise  
1142 permitted by this section for the day on which Christmas falls, and (4)  
1143 January first between the hours of three o'clock a.m. and six o'clock a.m.]  
1144 any day between the hours of twelve o'clock a.m. and four o'clock a.m.  
1145 and after eleven o'clock p.m.

1146 Sec. 42. Section 13a-261 of the general statutes is repealed and the  
1147 following is substituted in lieu thereof (*Effective July 1, 2024*):

1148 For the purposes of this section and sections 13a-262 to 13a-268,  
1149 inclusive, as amended by this act, and section 47 of this act:

1150 (1) "Department" means the Department of Transportation.

1151 [(2) "Limited access state highway" means any state highway so  
1152 designated under the provisions of section 13b-27.]

1153 [(3)] (2) "Owner" means a person in whose name a motor vehicle is  
1154 registered under the provisions of chapter 246 or law of another  
1155 jurisdiction.

1156 [(4)] (3) "Personally identifiable information" means information  
1157 created or maintained by the department or a vendor that identifies or  
1158 describes an owner and includes, but need not be limited to, the owner's  
1159 address, telephone number, number plate, photograph, bank account  
1160 information, credit card number, debit card number or the date, time,  
1161 location or direction of travel on a [limited access] highway.

1162 [(5)] (4) "Vendor" means a person selected by the department (A) to  
1163 provide services to the department described in sections 13a-262 to 13a-  
1164 268, inclusive, as amended by this act; (B) who operates, maintains,  
1165 leases or licenses a work zone speed control system; or (C) is authorized  
1166 to review and assemble the recorded images captured by the work zone  
1167 speed control system.

1168 [(6)] (5) "Highway work zone" has the same meaning as provided in  
1169 section 14-212d.

1170 [(7)] (6) "Work zone speed control system" means a device having one  
1171 or more motor vehicle sensors connected to a camera system capable of  
1172 producing recorded images that indicate the date, time and location of  
1173 the image of each motor vehicle allegedly operating in violation of the  
1174 provisions of section 13a-263, as amended by this act.

1175 [(8)] (7) "Work zone speed control system operator" means a person  
1176 who is trained and certified to operate a work zone speed control  
1177 system.

1178 [(9)] (8) "Driver", "highway" and "number plate" have the same  
1179 meanings as provided in section 14-1.

1180 Sec. 43. Section 13a-262 of the general statutes is repealed and the  
1181 following is substituted in lieu thereof (*Effective July 1, 2024*):

1182 (a) The department may establish a [pilot] program to operate work  
1183 zone speed control systems in a highway work zone, [. The pilot  
1184 program shall provide for] provided the department does not operate  
1185 such systems at [not] more than [three locations] fifteen highway work  
1186 zones in the state at any one time. A work zone speed control system  
1187 may be used to record the images of motor vehicles traveling on a  
1188 [limited access] highway (1) within a highway work zone, and (2) on  
1189 which the speed limit, established using generally accepted traffic  
1190 engineering practices, is forty-five miles per hour or greater. [The pilot  
1191 program shall commence on or before January 1, 2022, and terminate on  
1192 December 31, 2023.]

1193 (b) A work zone speed control system may be used provided (1) such  
1194 system is operated by a work zone speed control system operator, (2) if,  
1195 in accordance with the manual of uniform traffic control devices as  
1196 approved and revised by the Office of State Traffic Administration, at  
1197 least two conspicuous road signs are placed at a reasonable distance in  
1198 advance of a highway work zone notifying drivers that a work zone  
1199 speed control system may be in operation, (3) at least one of the signs  
1200 described in subdivision (2) of this subsection indicates that the work  
1201 zone speed control system is operational or is not operational, (4) an

1202 appropriate sign is conspicuously placed at the end of a highway work  
1203 zone with a work zone speed control system that is operational, and (5)  
1204 a notice identifying the location of a work zone speed control system is  
1205 available on the Internet web site of the department.

1206 (c) A work zone speed control system shall be used in a manner to  
1207 only record images of motor vehicles that are exceeding the posted  
1208 highway work zone speed limit by [~~fifteen~~] ten miles per hour or more  
1209 in violation of the provisions of section 13a-263, as amended by this act.  
1210 Any recorded images collected as part of a work zone speed control  
1211 system shall not be used for any surveillance purpose. [~~The~~] At least two  
1212 days prior to a work zone speed control system becoming operational,  
1213 the department or work zone speed control system operator shall  
1214 [certify] provide written notice of the date such system will be  
1215 operational to the Division of State Police [when a work zone speed  
1216 control system is operational] and the chief executive officer of the  
1217 municipality where such system is to be located.

1218 (d) The Commissioner of Transportation may (1) enter into  
1219 agreements with vendors for the design, operation or maintenance, or  
1220 any combination thereof, of work zone speed control systems, and (2)  
1221 retain and employ consultants and assistants on a contract or other basis  
1222 for rendering legal, financial, professional, technical or other assistance  
1223 and advice necessary for the design, operation and maintenance of work  
1224 zone speed control systems. If a vendor provides, deploys or operates a  
1225 work zone control system, the vendor's fee may not be contingent on the  
1226 number of violations issued or fines paid pursuant to the provisions of  
1227 section 13a-263, as amended by this act.

1228 Sec. 44. Section 13a-263 of the general statutes is repealed and the  
1229 following is substituted in lieu thereof (*Effective July 1, 2024*):

1230 (a) No person operating a motor vehicle shall exceed the posted speed  
1231 limit by [~~fifteen~~] ten or more miles per hour, as detected by a work zone  
1232 speed control system, within a highway work zone where a work zone  
1233 speed control system is operational.

1234 (b) [The] Except as provided in subsection (c) of this section, the  
1235 owner of a motor vehicle identified by a work zone speed [camera]  
1236 control system as violating the provisions of subsection (a) of this  
1237 section shall, (1) for a first violation, receive a written warning, and (2)  
1238 for a second or subsequent violation that occurs within one year of the  
1239 date of such owner's most recent violation, be fined seventy-five dollars,  
1240 [ (3) for a subsequent violation, be fined one hundred fifty dollars.] Any  
1241 subsequent violation occurring more than one year after such owner's  
1242 most recent violation shall be considered a first violation.

1243 (c) The owner of a motor vehicle identified by a work zone speed  
1244 control system as violating the provisions of subsection (a) of this  
1245 section and traveling at a rate of speed of eighty-five miles per hour or  
1246 greater shall be fined seventy-five dollars.

1247 (d) The owner shall be liable for any [such] fine imposed pursuant to  
1248 subsection (b) or (c) of this section unless the driver of the motor vehicle  
1249 received a citation from a law enforcement officer at the time of the  
1250 violation. In the case of a motor vehicle that is leased for more than thirty  
1251 days and identified by a work zone speed control system as violating  
1252 the provisions of subsection (a) of this section, the lessee shall be  
1253 considered the owner of such motor vehicle for the purposes of this  
1254 section and sections 13a-264, as amended by this act, and 13a-266, as  
1255 amended by this act.

1256 [(c)] (e) All amounts received in respect to the violation of subsection  
1257 (a) of this section shall be deposited into the Special Transportation  
1258 Fund, established pursuant to section 13b-68 and maintained pursuant  
1259 to article thirty-second of the amendments to the Constitution of the  
1260 state.

1261 Sec. 45. Subsections (h) and (i) of section 13a-264 of the general  
1262 statutes are repealed and the following is substituted in lieu thereof  
1263 (*Effective July 1, 2024*):

1264 (h) A violation of section 13a-263, as amended by this act, shall not (1)  
1265 be included in [the operating record of the driver] any driver control



1266 record maintained pursuant to section [14-137a] 14-111L, (2) be the  
1267 subject to merit rating for insurance purposes, or (3) authorize the  
1268 imposition of surcharge points in the provision of motor vehicle  
1269 insurance coverage.

1270 (i) The following defenses shall be available to the owner of a motor  
1271 vehicle identified by a work zone speed [camera] control system as  
1272 allegedly violating section 13a-263, as amended by this act: (1) The  
1273 violation took place during a period of time in which the motor vehicle  
1274 had been reported as being stolen to a law enforcement unit, as defined  
1275 in section 7-294a, and had not been recovered prior to the time of the  
1276 violation, and (2) the work zone speed control system used to determine  
1277 speed was not in compliance with the provisions of this section relating  
1278 to tests for accuracy, certification or calibration.

1279 Sec. 46. Section 13a-266 of the general statutes is repealed and the  
1280 following is substituted in lieu thereof (*Effective July 1, 2024*):

1281 If an owner [does not] fails to (1) pay the fine and any additional fee  
1282 imposed for a violation or conviction of section 13a-263, as amended by  
1283 this act, [or after being found guilty at a trial for the commission of such  
1284 violation] (2) submit a plea of not guilty by the answer date, or (3)  
1285 appear for any scheduled court appearance at the time and place  
1286 assigned, the Commissioner of Motor Vehicles may refuse to register or  
1287 suspend the registration of the motor vehicle operated at the time of  
1288 such violation.

1289 Sec. 47. (NEW) (*Effective July 1, 2024*) Not later than February 1, 2026,  
1290 and annually thereafter, the Commissioner of Transportation shall  
1291 submit a report, in accordance with the provisions of section 11-4a of the  
1292 general statutes, to the joint standing committee of the General  
1293 Assembly having cognizance of matters relating to transportation. Such  
1294 report shall include the following information regarding the preceding  
1295 calendar year: (1) The number of warnings and violations issued  
1296 pursuant to section 13a-263 of the general statutes, as amended by this  
1297 act, for each work zone speed control system that was operational; (2)

1298 the number of such warnings and violations where the motor vehicle  
1299 exceeded the posted speed limit by (A) at least eleven miles per hour,  
1300 but not more than twenty miles per hour, (B) at least twenty-one miles  
1301 per hour, but not more than thirty miles per hour, (C) at least thirty-one  
1302 miles per hour, but not more than forty miles per hour, and (D) forty-  
1303 one miles per hour or greater; (3) the number of crashes that occurred in  
1304 each highway work zone where a work zone speed control system was  
1305 operational; (4) the amount of fines received pursuant to section 13a-263  
1306 of the general statutes, as amended by this act; (5) the annual cost to the  
1307 Department of Transportation to use work zone speed control systems;  
1308 (6) the number of motor vehicles identified by a work zone speed control  
1309 system that were the subject of one violation, two violations, three  
1310 violations or four or more violations; (7) a list of engineering and  
1311 educational measures undertaken by the department to improve safety  
1312 in highway work zones with an operational work zone speed control  
1313 system; (8) a description of situations where recorded images produced  
1314 by a work zone speed control system could not be used or were not  
1315 used; and (9) the number of leased or rented motor vehicles, out-of-state  
1316 motor vehicles or other vehicles, including trucks, where enforcement  
1317 efforts were unsuccessful.

1318 Sec. 48. Subsection (d) of section 14-307c of the 2024 supplement to  
1319 the general statutes is repealed and the following is substituted in lieu  
1320 thereof (*Effective July 1, 2024*):

1321 (d) Any ordinance adopted under this section may: (1) Establish a fine  
1322 to be imposed against the owner of a motor vehicle committing a  
1323 violation of such ordinance, provided the amount of such fine is not  
1324 more than fifty dollars for a first violation and not more than seventy-  
1325 five dollars for a second or subsequent violation that occurs within one  
1326 year of the date of the owner's most recent violation, and (2) impose a  
1327 reasonable fee, not to exceed fifteen dollars, for the costs associated with  
1328 the electronic processing of the payment of any such fine. Any  
1329 subsequent violation occurring more than one year after the owner's  
1330 most recent violation shall be considered a first violation. Any funds  
1331 received by a municipality from fines imposed pursuant to an ordinance

1332 adopted under this section shall be used for the purposes of improving  
1333 transportation mobility, investing in transportation infrastructure  
1334 improvements or paying the costs associated with the use of automated  
1335 traffic enforcement safety devices in the municipality.

1336 Sec. 49. Subsection (i) of section 14-307c of the 2024 supplement to the  
1337 general statutes is repealed and the following is substituted in lieu  
1338 thereof (*Effective July 1, 2024*):

1339 (i) (1) Whenever an automated traffic enforcement safety device  
1340 detects and produces recorded images of a motor vehicle allegedly  
1341 committing a violation of an ordinance adopted under this section, a  
1342 sworn member or employee of the municipality's police department or  
1343 an employee of the municipality designated by the traffic authority shall  
1344 review the recorded images provided by such device. If, after such  
1345 review, such member or employee determines that there are reasonable  
1346 grounds to believe that a violation of the ordinance has occurred, such  
1347 member or employee may issue a citation to the owner of the motor  
1348 vehicle. The citation shall include the following: (A) The name and  
1349 address of the owner of the motor vehicle; (B) the number plate of the  
1350 motor vehicle; (C) the violation charged; (D) the location of the  
1351 automated traffic enforcement safety device and the date and time of  
1352 the violation; (E) a copy of or information on how to view, through  
1353 electronic means, the recorded images described in this section; (F) a  
1354 statement or electronically generated affirmation by the member or  
1355 employee who reviewed the recorded images and determined that the  
1356 motor vehicle violated the ordinance; (G) verification that the  
1357 automated traffic enforcement safety device was operating correctly at  
1358 the time of the alleged violation and the date of the most recent  
1359 calibration check performed pursuant to subsection (h) of this section;  
1360 (H) the amount of the fine imposed and how to pay such fine; and (I)  
1361 the right to contest the violation and request a hearing pursuant to  
1362 section 7-152c.

1363 (2) In the case of an alleged violation involving a motor vehicle  
1364 registered in the state, the citation shall be mailed not later than thirty

1365 days after the identity of the owner is ascertained to the address of the  
1366 owner that is in the records of the Department of Motor Vehicles. In the  
1367 case of an alleged violation involving a motor vehicle registered in  
1368 another jurisdiction, the citation shall be mailed not later than thirty  
1369 days after the identity of the owner is ascertained to the address of the  
1370 owner that is in the records of the official in the other jurisdiction issuing  
1371 such registration. A citation shall be invalid unless mailed to an owner  
1372 not later than sixty days after the alleged violation.

1373 (3) The citation shall be sent by first class mail. A manual or  
1374 automated record of mailing prepared by the municipality's police  
1375 department shall be prima facie evidence of mailing and shall be  
1376 admissible in any hearing conducted pursuant to section 7-152c as to the  
1377 facts contained in the citation.

1378 (4) In the case of a motor vehicle that is leased for a period of more  
1379 than thirty days and identified by an automated traffic enforcement  
1380 safety device as allegedly committing a violation of an ordinance  
1381 adopted under this section, the lessee shall be considered the owner of  
1382 such motor vehicle for the purposes of this section.

1383 Sec. 50. Section 14-307f of the 2024 supplement to the general statutes  
1384 is repealed and the following is substituted in lieu thereof (*Effective July*  
1385 *1, 2024*):

1386 (a) No personally identifiable information shall be disclosed by the  
1387 municipality or a vendor to any person or entity, including any law  
1388 enforcement unit, except where the disclosure is made in connection  
1389 with the charging, collection and enforcement of the fines imposed  
1390 pursuant to an ordinance adopted under section 14-307c, as amended  
1391 by this act.

1392 (b) No personally identifiable information shall be stored or retained  
1393 by the municipality or a vendor unless such information is necessary for  
1394 the charging, collection and enforcement of the fines imposed pursuant  
1395 to an ordinance adopted under section 14-307c, as amended by this act.

1396 (c) The municipality or a vendor shall destroy personally identifiable  
1397 information and other data that specifically identifies a motor vehicle  
1398 and relates to a violation of an ordinance adopted under section 14-307c<sub>2</sub>  
1399 as amended by this act, not later than thirty days after any fine is  
1400 collected or the resolution of a hearing conducted for the alleged  
1401 commission of such violation, whichever is later, except a municipality  
1402 or vendor may retain a portion of personally identifiable information for  
1403 the limited purpose of determining whether a person committed a  
1404 second or subsequent violation of such ordinance. The municipality or  
1405 vendor shall destroy any retained portion of personally identifiable  
1406 information not later than one year after the date of such person's most  
1407 recent violation.

1408 (d) Any information and other data gathered from automated traffic  
1409 enforcement safety devices shall be subject to disclosure under the  
1410 Freedom of Information Act, as defined in section 1-200, except no  
1411 personally identifiable information may be disclosed.

1412 Sec. 51. (NEW) (*Effective July 1, 2024*) Not later than October 1, 2024,  
1413 the Commissioner of Transportation shall develop, and thereafter revise  
1414 as necessary, a process by which the chief executive officer of a  
1415 municipality, traffic authority, as defined in section 14-297 of the general  
1416 statutes, as amended by this act, or regional council of governments may  
1417 request the Department of Transportation to perform a road safety audit  
1418 of a specified state highway for the purpose of identifying  
1419 transportation safety solutions and improving motor vehicle, bicycle  
1420 and pedestrian traffic upon such state highway. Any such process shall  
1421 require the commissioner to notify, in writing, the requesting chief  
1422 executive officer, traffic authority or regional council of governments,  
1423 not later than sixty days after receipt of any such request, of the  
1424 commissioner's determination (1) to perform such road safety audit and  
1425 to coordinate with the traffic authority in which the state highway is  
1426 located to schedule a date for such road safety audit, or (2) to not  
1427 perform such road safety audit and the reasons for the commissioner's  
1428 determination. Such process shall require the results of any road safety  
1429 audit to be submitted to the chief executive officer, traffic authority or

1430 regional council of governments that requested such road safety audit  
1431 and any members of the General Assembly representing the  
1432 municipality in which the audited state highway is located. The  
1433 commissioner shall post the process developed pursuant to the  
1434 provisions of this section on the Internet web site of the Department of  
1435 Transportation.

1436 Sec. 52. Section 7-204a of the general statutes is repealed and the  
1437 following is substituted in lieu thereof (*Effective July 1, 2024*):

1438 Any [consolidated town and city which (1) was consolidated in 1896,  
1439 (2) has a mayor and a court of common council, and (3) has a population  
1440 of more than one hundred thousand, may, by ordinance adopted by the  
1441 court of common council] municipality may, by ordinance adopted by  
1442 its legislative body or, where the legislative body is a town meeting, by  
1443 the board of selectmen, authorize the parking authority of such  
1444 [consolidated town and city] municipality to [(A)] (1) enforce the  
1445 parking regulations of such [consolidated city and town] municipality,  
1446 and [(B)] (2) receive the amount remitted to the [town and city]  
1447 municipality for parking regulations under subsection (b) of section 51-  
1448 56a.

1449 Sec. 53. (*Effective from passage*) Not later than January 1, 2025, the  
1450 Commissioner of Transportation shall submit a report, in accordance  
1451 with the provisions of section 11-4a of the general statutes, to the joint  
1452 standing committee of the General Assembly having cognizance of  
1453 matters relating to transportation that (1) identifies at least five  
1454 alternative methods for restoring service on the Shore Line East rail line,  
1455 and (2) recommends what level of funding would be necessary to  
1456 implement each such alternative method.

1457 Sec. 54. Subsection (c) of section 14-227b of the general statutes is  
1458 repealed and the following is substituted in lieu thereof (*Effective July 1,*  
1459 *2024*):

1460 (c) If the person arrested refuses to submit to such test or  
1461 nontestimonial portion of a drug influence evaluation or submits to such

1462 test, commenced within two hours of the time of operation, and the  
1463 results of such test indicate that such person has an elevated blood  
1464 alcohol content, the police officer, acting on behalf of the Commissioner  
1465 of Motor Vehicles, shall immediately revoke and take possession of the  
1466 motor vehicle operator's license or, if such person is not licensed or is a  
1467 nonresident, suspend the operating privilege of such person, for a  
1468 twenty-four-hour period. The police officer shall prepare a report of the  
1469 incident and shall mail or otherwise transmit in accordance with this  
1470 subsection the report and a copy of the results of any chemical test to  
1471 the Department of Motor Vehicles within [three] six business days. The  
1472 report shall contain such information as prescribed by the  
1473 Commissioner of Motor Vehicles and shall be subscribed and sworn to  
1474 under penalty of false statement as provided in section 53a-157b by the  
1475 arresting officer. If the person arrested refused to submit to such test or  
1476 evaluation, the report shall be endorsed by a third person who  
1477 witnessed such refusal. The report shall set forth the grounds for the  
1478 officer's belief that there was probable cause to arrest such person for a  
1479 violation of section 14-227a or 14-227m or subdivision (1) or (2) of  
1480 subsection (a) of section 14-227n and shall state that such person had  
1481 refused to submit to such test or evaluation when requested by such  
1482 police officer to do so or that such person submitted to such test,  
1483 commenced within two hours of the time of operation, and the results  
1484 of such test indicated that such person had an elevated blood alcohol  
1485 content. A drug influence evaluation need not be commenced within  
1486 two hours of the time of operation. The Commissioner of Motor Vehicles  
1487 may accept a police report under this subsection that is prepared and  
1488 transmitted as an electronic record, including electronic signature or  
1489 signatures, subject to such security procedures as the commissioner may  
1490 specify and in accordance with the provisions of sections 1-266 to 1-286,  
1491 inclusive. In any hearing conducted pursuant to the provisions of  
1492 subsection (g) of this section, it shall not be a ground for objection to the  
1493 admissibility of a police report that it is an electronic record prepared by  
1494 electronic means.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2024</i>	14-314
Sec. 2	<i>July 1, 2024</i>	14-311(b)
Sec. 3	<i>July 1, 2024</i>	14-311(f)
Sec. 4	<i>July 1, 2024</i>	14-311c(b)
Sec. 5	<i>July 1, 2024</i>	14-311c(f)
Sec. 6	<i>July 1, 2024</i>	14-299
Sec. 7	<i>July 1, 2024</i>	New section
Sec. 8	<i>July 1, 2024</i>	14-297(7)
Sec. 9	<i>October 1, 2024</i>	14-218a(b)
Sec. 10	<i>July 1, 2024</i>	13a-123(e)
Sec. 11	<i>July 1, 2024</i>	13b-38ff(b)
Sec. 12	<i>July 1, 2024</i>	13b-2(10)
Sec. 13	<i>July 1, 2024</i>	13b-34(a)
Sec. 14	<i>July 1, 2024</i>	13b-34(j)
Sec. 15	<i>July 1, 2024</i>	14-307e(a)(1)
Sec. 16	<i>July 1, 2024</i>	13a-265
Sec. 17	<i>July 1, 2024</i>	14-307g
Sec. 18	<i>from passage</i>	New section
Sec. 19	<i>July 1, 2024</i>	13b-38h
Sec. 20	<i>July 1, 2024</i>	15-34
Sec. 21	<i>July 1, 2024</i>	13b-39a
Sec. 22	<i>July 1, 2024</i>	13b-39b
Sec. 23	<i>July 1, 2024</i>	13b-46
Sec. 24	<i>July 1, 2024</i>	13b-48
Sec. 25	<i>July 1, 2024</i>	13b-49
Sec. 26	<i>July 1, 2024</i>	13b-49a
Sec. 27	<i>July 1, 2024</i>	13b-50(a)
Sec. 28	<i>July 1, 2024</i>	13b-50p
Sec. 29	<i>July 1, 2024</i>	15-41
Sec. 30	<i>July 1, 2024</i>	15-71b
Sec. 31	<i>July 1, 2024</i>	15-45
Sec. 32	<i>July 1, 2024</i>	15-66
Sec. 33	<i>July 1, 2024</i>	15-69
Sec. 34	<i>July 1, 2024</i>	15-71a
Sec. 35	<i>July 1, 2024</i>	15-72
Sec. 36	<i>July 1, 2024</i>	15-73
Sec. 37	<i>July 1, 2024</i>	15-74a



Sec. 38	<i>October 1, 2024</i>	15-77
Sec. 39	<i>October 1, 2024</i>	New section
Sec. 40	<i>October 1, 2024</i>	New section
Sec. 41	<i>October 1, 2024</i>	30-91(g)
Sec. 42	<i>July 1, 2024</i>	13a-261
Sec. 43	<i>July 1, 2024</i>	13a-262
Sec. 44	<i>July 1, 2024</i>	13a-263
Sec. 45	<i>July 1, 2024</i>	13a-264(h) and (i)
Sec. 46	<i>July 1, 2024</i>	13a-266
Sec. 47	<i>July 1, 2024</i>	New section
Sec. 48	<i>July 1, 2024</i>	14-307c(d)
Sec. 49	<i>July 1, 2024</i>	14-307c(i)
Sec. 50	<i>July 1, 2024</i>	14-307f
Sec. 51	<i>July 1, 2024</i>	New section
Sec. 52	<i>July 1, 2024</i>	7-204a
Sec. 53	<i>from passage</i>	New section
Sec. 54	<i>July 1, 2024</i>	14-227b(c)

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 25 \$	FY 26 \$
Treasurer, Debt Serv.	TF - Potential Cost	See Below	See Below
Department of Transportation	TF - Potential Cost	See Below	See Below
Resources of the General Fund	GF - Potential Revenue Gain	Minimal	Minimal
Judicial Dept. (Probation)	GF - Potential Cost	Minimal	Minimal
Department of Revenue Services	Various - Potential Revenue Gain	Less than 100,000	Less than 100,000
Department of Emergency Services and Public Protection	GF - Potential Cost	See Below	See Below
Resources of the Special Transportation Fund	TF - Potential Revenue Gain	See Below	See Below

Note: TF=Transportation Fund; GF=General Fund; Various=Various

**Municipal Impact:**

Municipalities	Effect	FY 25 \$	FY 26 \$
Various Municipalities	Potential Revenue Gain	See Below	See Below
All Municipalities; Various Municipalities	Potential Cost	See Below	See Below
Various Municipalities	Potential Revenue Loss	Minimal	Minimal

**OFA Fiscal Note**

**Section 1** increases, from \$5,000 to \$10,000, the maximum fine for failing to comply with an order from the Office of the State Traffic Administration or a local traffic authority. This section is not expected to result in a fiscal impact because fines are rarely imposed.

**Section 7** results in a potential cost to municipalities beginning in FY 25 that is dependent on if a municipality votes to establish a traffic authority. The bill permits municipalities that establish a traffic authority to also determine qualification, terms of office, and compensation. Any cost will be dependent on the criteria determined by each municipality.

**Section 9** allows DOT to establish variable speed limits (VSL) that temporarily lower the speed limit on limited access highways. The language is permissive, and it is anticipated that DOT would use this authority only if it had resources to do so.

To the extent DOT exercises this authority and that the capital costs of the systems are paid for using existing Special Tax Obligation (STO) bonds, future Special Transportation Fund (STF) debt service costs may be incurred sooner under the bill. This is dependent on the degree that the bill causes STO bond funds to be expended, or to be expended more rapidly than they otherwise would have been. Costs are also potentially eligible for federal reimbursement at between 80%-90% but would depend on the specifics of the project and, ultimately, on availability of funds and approval by U.S. DOT.

For context, the cost of VSL systems (which can include electronic and static signs, roadway sensors, and related infrastructure) varies widely depending on the number and complexity of the systems. According to the National Highway Traffic Safety Administration, capital costs for VSL systems in other states have ranged from less than \$50,000 per system to more than \$5 million.<sup>1</sup> Additionally, ongoing operating costs would be expected, such as for general maintenance, repairs, and

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<sup>1</sup> National Highway Traffic Safety Administration. *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices*, 11th edition, 2023

electricity.

**Section 10** results in a potential revenue gain to municipalities beginning in FY 25 to the extent that municipalities choose to allow advertising signs or displays in bus shelters. Most bus shelters are owned by municipalities. Any revenue gain is dependent on the advertising prices for the space available and the number of advertisements.

**Section 18** is not anticipated to result in a fiscal impact, as the agency has the necessary expertise to fulfill the requirements.

**Section 19** expands the notice requirements that the Department of Transportation must follow prior to holding certain public hearings regarding fare or major service changes. It does not have a fiscal impact because it can be accomplished through existing resources.

**Sections 20-40** incorporates "unmanned aircraft" and "vertiports" into statute and creates new aviation-related penalties. The sections include the following fiscal impacts:

*Section 38* expands the misdemeanor of operating an aircraft while under the influence of liquor or drugs to operating unmanned aircraft, which results in a potential cost to the Judicial Department for provision of supervision in the community and a potential revenue gain from fines. On average, the marginal cost to the state for incarcerating an offender for the year is \$3,300<sup>2</sup> while the average marginal cost for supervision in the community is less than \$800<sup>3</sup> each year for adults and \$1,000 each year for juveniles. Since FY 14, there has only been one charge for a similar violation. Few, if any, violations are expected to

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<sup>2</sup>Inmate marginal cost is based on increased consumables (e.g., food, clothing, water, sewage, living supplies, etc.) This does not include a change in staffing costs or utility expenses because these would only be realized if a unit or facility opened.

<sup>3</sup>Probation marginal cost is based on services provided by private providers and only includes costs that increase with each additional participant. This does not include a cost for additional supervision by a probation officer unless a new offense is anticipated to result in enough additional offenders to require additional probation officers.

occur in the future.

These sections also create various infractions related to aircrafts and unmanned aircrafts which results in a potential revenue gain from fines. Infractions are not crimes and are punishable by fines that usually range from \$100 to \$300.

**Section 41** results in a potential revenue gain to the state's sales and alcoholic beverage taxes of less than \$100,000 annually by amending the hours during which alcohol sales are allowed at Bradley International Airport. Any revenue gain in taxes would be only to the extent that there is an increase in alcohol sales rather than a shift from currently allowed transactions for alcohol.

**Sections 42-50** address two traffic enforcement programs: the Department of Transportation's (DOT) work zone speed camera program and the municipal speed and red light camera program.

#### *DOT Work Zone Speed Camera Program*

The amendment restarts and makes permanent DOT's work zone speed camera program (formerly a pilot program). These provisions are permissive and DOT is not expected to establish new work zone speed cameras unless it has the funding to do so.

To the extent DOT exercises this authority, the department will incur costs to install, operate, and maintain the camera systems, resulting in a cost to the Special Transportation Fund (STF). To the extent speeding violations occur, the State Police will have to review footage and issue citations resulting in potential costs to the General Fund for State Troopers and a potential revenue gain to the STF from fines. Greater revenue is expected under the bill than under the pilot (on a camera-for-camera basis) because the bill lowers the speeding violation threshold from 15 mph to 10 mph, allows specific circumstances where first time violations are issued a fine rather than a warning, and increases the maximum allowable number of work zones from 3 to 15 statewide.

As context, the total cost of DOT's work zone speed camera pilot nascent program, which included five sites operating at various times nearly over most of 2023, was approximately \$3 million. Costs included equipment, software, and operational support for the speed monitoring kinds of technology; public informational and marketing campaigns; linked with costs for State Police to review potential violations. Most emerging capital costs for the pilot were funded through federal funds. Zones for the program issued fewer than 750 violations that have at least a \$75 dollar fine imposed (in addition to more than 24,900 warnings).

### *Municipal Speed and Red Light Camera Program*

The amendment specifies that fines for subsequent violations from municipal speed or red light cameras must occur within one year. Current law permits municipalities to collect fines up to \$50 for a first violation, up to \$75 for subsequent violations, and processing fees up to \$15. This results in a potential revenue loss to municipalities beginning in FY 25 to the extent fewer subsequent violation fines are imposed. Any revenue loss is expected to be minimal. There is no impact to municipalities that do not use speed or red-light cameras or have not set fines.

**Section 51** does not have a fiscal impact, as it requires DOT to create a process for eligible entities to request road safety audits. The requirements of the bill conform with current practice and is not expected to result in additional costs to the department.

**Section 52** results in a potential revenue gain and potential cost beginning in FY 25 to various municipalities associated with establishing a parking authority. The amendment allows any municipality to authorize a parking authority to enforce parking regulations. This results in a potential revenue gain to the extent fines are collected from parking enforcement and a potential cost for establishing and maintaining a parking authority. Previously only municipalities that met certain requirements could authorize a parking authority to enforce these regulations.

The other sections of the bill are technical, conforming, or otherwise do not result in a fiscal impact to the state or municipalities.

House "A" eliminates the original bill and its associated fiscal impact, and results in the impact described above.

***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, the terms of local traffic authorities established, the number of advertisements on bus shelters, the number of speed camera systems, the number of violations, the municipal parking authorities established, or as otherwise described.

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**OLR Bill Analysis****sHB 5330 (as amended by House "A")\*****AN ACT IMPLEMENTING RECOMMENDATIONS OF THE  
DEPARTMENT OF TRANSPORTATION.**

## TABLE OF CONTENTS:

[§ 1 — VIOLATIONS OF TRAFFIC CONTROL AND ROAD SAFETY  
ORDERS](#)

Increases, from \$5,000 to \$10,000, the maximum fine for a person or entity that does not comply with certain orders related to traffic control and road safety

[§§ 2-5 — MAJOR TRAFFIC GENERATING DEVELOPMENTS](#)

Requires OSTA to order local building officials to revoke building or foundation permits for major traffic generating developments that do not have an OSTA certificate

[§ 6 — BICYCLE-CONTROL SIGNALS](#)

Allows the use of bicycle-control signals at intersections and requires cyclists to comply with them

[§§ 7 & 8 — LOCAL TRAFFIC AUTHORITIES](#)

Allows a municipality, by vote of its legislative body, to establish a new LTA replacing the entity currently designated as such

[§ 9 — VARIABLE SPEED LIMITS](#)

Allows DOT to set variable speed limits on limited-access highways to address traffic, construction, or other safety conditions

[§ 10 — BUS FACILITY ADVERTISEMENTS](#)

Generally allows advertising signs, displays, or devices to be erected within 660 feet of the interstate and other limited-access highways in connection with bus facilities, subject to DOT approval and related regulations

[§ 11 — MODERNIZING AND MAINTAINING BUS STOPS AND  
SHELTERS](#)



Specifies that existing law's requirement that, beginning on July 1, 2024, bus stops and shelters constructed by DOT or transit districts comply with the ADA and certain plans developed by these entities applies only to those that are newly built on and after this date

#### §§ 12 & 13 — FARE ENFORCEMENT ON PUBLIC BUSES

Allows employees of DOT and certain third-party contractors with fare inspection duties to issue citations to people who deliberately ride public buses without paying the required fare, rather than specifically requiring these citations be issued by employees that are "fare inspectors," as under current law

#### § 14 — METRO NORTH INDEMNIFICATION

Specifies that the DOT commissioner can only indemnify Metro North Railroad against certain claims when it is acting in its capacity as the state's contracted maintainer of the M-8 rail car fleet

#### §§ 15-17 & 42-50 — AUTOMATED ENFORCEMENT

Restarts and makes permanent DOT's work zone speed camera program (which was initially established as a pilot program and ended on December 31, 2023); expands the permissible locations and makes other changes from the pilot program; modifies speed and red light camera provisions related to data retention and leased vehicles

#### § 18 — DOT CAPITAL PROJECTS INFORMATION

Requires DOT to develop and maintain an interactive map on its website that displays the location of and certain information on its active construction capital projects

#### § 19 — PROPOSED FARE AND SERVICE CHANGES

Requires DOT to provide notice of public hearings on proposed major service changes to commuter rail service to the Transportation and Finance, Revenue and Bonding committees and the Connecticut Public Transportation Council; requires DOT to provide notice of public hearings related to fare changes for mass land transportation to the council, in addition to these legislative committees as current law requires

#### §§ 20-40 — VERTIPOINTS AND UNMANNED AIRCRAFT

Defines "unmanned aircraft" and "vertiports" and incorporates these concepts into various existing aeronautics statutes; expands CAA's authority to generally cover unmanned aircraft regulation; prohibits the operation of unmanned aircraft in close proximity above a private premises without the owner's approval

§ 41 — ALCOHOL SALES AT BRADLEY AIRPORT

Modifies the hours during which alcohol sales are allowed at Bradley Airport to every day after 4:00 a.m. and until 11:00 p.m.

§ 51 — DOT ROAD SAFETY AUDITS

Requires DOT to develop a process allowing a municipality's chief executive officer, local traffic authority, or regional council of governments to ask it to do a road safety audit of a state highway and sets specified requirements for this process

§ 52 — PARKING AUTHORITIES AND MUNICIPAL PARKING REGULATIONS

Allows any municipality to adopt an ordinance authorizing its parking authority to enforce municipal parking regulations, rather than only Hartford as under current law

§ 53 — SHORE LINE EAST SERVICE RESTORATION

Requires DOT, by January 1, 2025, to report to the Transportation Committee on five alternatives for restoring Shore Line East service and their cost

§ 54 — INCIDENT REPORTS AND THE ADMINISTRATIVE PER SE PROCESS

Extends, from within three business days to within six business days after an incident, the timeframe during which a police officer must prepare and send DUI incident reports and related chemical test results to DMV under the administrative per se license suspension process

**SUMMARY**

This bill, among other things, makes various changes in transportation-related laws, including modifying provisions on automated enforcement. It also extends the timeframe during which a police officer must transmit DUI incident reports to the Department of Motor Vehicles (DMV) under the administrative per se license suspension process. Additionally, the bill defines "unmanned aircraft" (i.e., drones) and "vertiports" and incorporates these concepts into various existing aeronautics statutes. Lastly, the bill makes various minor, technical, and conforming changes. A section-by-section analysis follows.

\*House Amendment "A" principally eliminates the underlying bill's

provisions on motorcycle helmet requirements and reckless driving violations for distracted driving on limited-access highways and incorporates the provisions on (1) automated enforcement, (2) Department of Transportation (DOT) capital projects information, (3) proposed fare and service changes, (4) vertiports and unmanned aircraft, (5) alcohol sales at Bradley Airport, (6) DOT road safety audits, (7) parking authorities, (8) Shore Line East service restoration, and (9) incident reports and the administrative per se process.

EFFECTIVE DATE: Various; see below.

### **§ 1 — VIOLATIONS OF TRAFFIC CONTROL AND ROAD SAFETY ORDERS**

*Increases, from \$5,000 to \$10,000, the maximum fine for a person or entity that does not comply with certain orders related to traffic control and road safety*

The bill increases, from \$5,000 to \$10,000, the maximum fine for any person, firm, or corporation that does not comply with certain orders related to traffic control and road safety (e.g., Office of the State Traffic Administration (OSTA) orders related to major traffic generating developments (see § 2) or local traffic authorities' orders related to traffic control devices). As under existing law, a violator is also subject to imprisonment of up to 30 days and can have his or her driver's license or vehicle registration suspended or revoked.

EFFECTIVE DATE: October 1, 2024

### **§§ 2-5 — MAJOR TRAFFIC GENERATING DEVELOPMENTS**

*Requires OSTA to order local building officials to revoke building or foundation permits for major traffic generating developments that do not have an OSTA certificate*

By law, entities building, expanding, or establishing a major traffic-generating development (i.e., one with at least 100,000 square feet of floor area or at least 200 parking spaces; see Conn. Agencies Regs., § 14-312-1) generally must get an OSTA certificate. Local building officials may not issue a (1) building or foundation permit to these entities until they show their certificate and (2) certificate of occupancy for these developments until the OSTA certificate's conditions have been met. Under the bill, if OSTA determines that a local building official issued a

building or foundation permit to an entity that does not have a certificate, it must order the building official to revoke the permit.

The bill also makes a conforming change applying the same requirement to major traffic-generating developments that consist of separately owned parcels.

EFFECTIVE DATE: July 1, 2024

## **§ 6 — BICYCLE-CONTROL SIGNALS**

*Allows the use of bicycle-control signals at intersections and requires cyclists to comply with them*

The bill permits the use of bicycle-control signals at intersections and requires cyclists to comply with them. Under existing law, cyclists riding on the traveled portion of roads are generally subject to the same statutory duties applicable to motor vehicle drivers (CGS § 14-286a). In other words, current law generally requires these cyclists to comply with traffic control signals in the same way as vehicular traffic. Under the bill, when both traffic control signals and bicycle-control signals are present at an intersection, cyclists must comply with the bicycle signals. The bill also specifies that (1) this is the case for pedestrians directed by pedestrian-control signals and (2) pedestrians must comply with these signals.

Under the bill, bicycle-control signals are three lens signal heads with green, yellow, or red bicycle-stenciled lenses. A green, red, or yellow bicycle indicates bicycle traffic facing the signal may proceed, must stop, or is warned in the same way as currently for the following traffic control signals: a green alone, red alone, or steady yellow. A flashing red or yellow bicycle indicates bicycle traffic must stop or may proceed in the same way as for a flashing red or yellow traffic control signal.

States must comply with the Federal Manual on Uniform Traffic Control Devices (MUTCD), which contains specific requirements related to bicycle signals.

EFFECTIVE DATE: July 1, 2024

**§§ 7 & 8 — LOCAL TRAFFIC AUTHORITIES**

*Allows a municipality, by vote of its legislative body, to establish a new LTA replacing the entity currently designated as such*

The bill allows municipalities to create a separate entity to serve as their local traffic authority (LTA) instead of the board of police commissioners or another entity current law prescribes. The bill applies despite any contrary provisions in a municipality’s charter, special act, or home rule ordinance.

Under the bill, any municipality, by vote of its legislative body, may establish an LTA and appoint members to serve on it. The municipality’s legislative body also sets the qualifications, terms, and compensation, if any, of these members. An LTA created through this process replaces the entity currently filling this role in the municipality and has all the powers and duties the law assigns to LTAs (see *Background — Authority of Local Traffic Authorities*).

As shown in the table below, current law designates different local bodies or officials to serve as a municipality’s LTA, depending mainly on whether the municipality has a board of police commissioners. Under existing law, unchanged by the bill, OSTA is the traffic authority for state roads and bridges and has authority over certain elements specified in law (e.g., traffic control signals).

**Table: Entities Current Law Designates as Local Traffic Authorities**

<i>Jurisdiction</i>	<i>Designated Entity</i>
City, town, or borough with police commissioners	Board of police commissioners
City, town, or borough without commissioners, but with a regularly appointed police force	City or town manager, police chief, police superintendent, or any elected or appointed official or board with similar powers and duties
Town without a city or borough that has a regularly appointed police force	Board of selectmen

EFFECTIVE DATE: July 1, 2024

***Background — Authority of Local Traffic Authorities***

With respect to streets under their jurisdiction, the law generally gives LTAs authority (in some cases only with OSTA approval) to, among other things, (1) place and maintain traffic control signals, signs, markings, and other safety devices following OSTA regulations (CGS § 14-298); (2) set speed limits on roads and bridges, under certain conditions (CGS § 14-218a); (3) designate school zones (in which fines for certain violations may be doubled) and pedestrian safety zones (CGS §§ 14-212b & -307a); (4) designate one-way streets (CGS § 14-303); (5) allow golf carts to be driven on streets during daylight hours (CGS § 14-300g); and (6) adopt regulations necessary to exercise their authority (CGS § 14-312).

### **§ 9 — VARIABLE SPEED LIMITS**

*Allows DOT to set variable speed limits on limited-access highways to address traffic, construction, or other safety conditions*

The bill allows DOT to set variable speed limits (i.e., temporarily lower the posted speed limit) on limited-access highways or portions of these highways. It may do so to address traffic congestion, road construction, or other conditions affecting safe and orderly traffic movement. Under the bill, a variable speed limit must be (1) based on an engineering investigation; (2) no less than 10 mph below the posted speed limit; and (3) effective when it is posted and accompanied by a sign, between 500 and 1,000 feet before the point at which it takes effect, notifying drivers of the speed limit change. The bill requires DOT to use stationary or portable, changeable message signs to give this notice. (The federal MUTCD contains various standards related to variable speed limits and related signs; federal law and regulation require DOT to comply with MUTCD standards.)

The bill's variable speed limit provisions replace a provision of current law allowing DOT to modify limited-access highway speed limits during weather events or emergencies, so long as there are electronic signs indicating the speed limits.

EFFECTIVE DATE: October 1, 2024

## § 10 — BUS FACILITY ADVERTISEMENTS

*Generally allows advertising signs, displays, or devices to be erected within 660 feet of the interstate and other limited-access highways in connection with bus facilities, subject to DOT approval and related regulations*

The law generally prohibits the erection of billboards and advertising signs within 660 feet of the edge of the interstate and other limited-access highways. However, the DOT commissioner may allow certain types of signs subject to its regulations, such as directional and other official signs.

The law also makes an exception for advertising signs, displays, or devices located on, built on, or abutting property in areas owned, managed, or leased by a public authority for (1) railway or rail infrastructure facilities and certain associated structures; (2) bus rapid transit corridors and associated shelters, structures, or facilities; (3) airport development zones; or (4) any other transit or freight purpose. The bill adds bus facilities to these exceptions.

As under existing law, these advertisements cannot be built where state law, local ordinance, or zoning regulations prohibit them.

EFFECTIVE DATE: July 1, 2024

## § 11 — MODERNIZING AND MAINTAINING BUS STOPS AND SHELTERS

*Specifies that existing law's requirement that, beginning on July 1, 2024, bus stops and shelters constructed by DOT or transit districts comply with the ADA and certain plans developed by these entities applies only to those that are newly built on and after this date*

By law, beginning July 1, 2024, each bus stop or shelter constructed by DOT or a transit district must be (1) built according to certain modernization and maintenance plans the department must jointly develop with transit districts and (2) compliant with the federal Americans with Disabilities Act's (ADA) physical accessibility guidelines. The bill specifies that these requirements apply only to new bus stops or shelters built on and after this date.

Existing law already requires that the state building code, which generally regulates the design, construction, use, and alteration of

buildings and structures including bus stops and shelters, be in substantial compliance with the ADA (CGS §§ 29-252 & 29-269).

EFFECTIVE DATE: July 1, 2024

### **§§ 12 & 13 — FARE ENFORCEMENT ON PUBLIC BUSES**

*Allows employees of DOT and certain third-party contractors with fare inspection duties to issue citations to people who deliberately ride public buses without paying the required fare, rather than specifically requiring these citations be issued by employees that are “fare inspectors,” as under current law*

Under current law, “fare inspectors” are DOT employees the commissioner designates or third-party contractors the department employs. They are responsible for inspecting passengers’ tickets, passes, or other documentation on state-owned or -controlled public buses proving the passenger paid the required fare (i.e., “fare inspection duties”), when all or part of the fare must be paid before boarding. Fare inspectors are authorized to issue citations to people who deliberately ride these buses without paying the required fare.

The bill instead allows employees of DOT or third-party contractors with fare inspection duties to issue these citations, eliminating reference to the specific “fare inspector” job title.

Under existing law, unchanged by the bill, it is an infraction (see *Background – Infractions*) for a person to ride a state-owned or -controlled public bus while intentionally not paying the required fare.

EFFECTIVE DATE: July 1, 2024

### ***Background — Infractions***

Infractions are punishable by fines, usually set by Superior Court judges, of between \$35 and \$90, plus a \$20 or \$35 surcharge and an additional fee based on the fine’s amount. There may also be other applicable charges depending on the type of infraction. For example, certain motor vehicle infractions trigger a Special Transportation Fund surcharge of 50% of the fine. An infraction is not a crime and violators can generally pay the fine by mail without making a court appearance.



**§ 14 — METRO NORTH INDEMNIFICATION**

*Specifies that the DOT commissioner can only indemnify Metro North Railroad against certain claims when it is acting in its capacity as the state's contracted maintainer of the M-8 rail car fleet*

Current law allows the DOT commissioner, if he finds it is in the state's best interest, to indemnify and hold harmless Metro North Railroad against claims brought by the National Railroad Passenger Corporation (Amtrak) or other third parties against Metro North related to M-8 rail car operation on Amtrak property, as long as the indemnification does not relieve Metro North of liability for its willful or negligent acts or omissions.

The bill specifies that the commissioner can do so only when Metro North is acting in its capacity as the state's contracted maintainer of the M-8 rail car fleet.

EFFECTIVE DATE: July 1, 2024

**§§ 15-17 & 42-50 — AUTOMATED ENFORCEMENT**

*Restarts and makes permanent DOT's work zone speed camera program (which was initially established as a pilot program and ended on December 31, 2023); expands the permissible locations and makes other changes from the pilot program; modifies speed and red light camera provisions related to data retention and leased vehicles*

The bill restarts and makes permanent DOT's work zone speed camera program. The speed camera program was initially established as a pilot program in PA 21-2, June Special Session (§§ 296-305) and ended on December 31, 2023. The bill generally retains the pilot program's provisions on vendors, speed camera placement and operation, ticket issuance and processing, and data retention and privacy, but it makes the following changes, among others:

1. expands the permissible locations for work zone speed cameras;
2. lowers, from at least 15 mph to at least 10 mph, the amount by which a vehicle must exceed the posted speed limit in a work zone in order to be issued a warning or ticket;
3. modifies the fine structure and requires that a fine be issued for

- a first violation if the vehicle's detected speed is 85 mph or more;
4. requires notice to a municipality's chief elected official before operating speed cameras in the municipality; and
  5. requires DOT to annually report certain information on the program.

The bill also modifies the penalty and data retention provisions applicable to municipal speed and red light camera programs enacted under PA 23-116 (§§ 10-14 & 16-18). Generally, it specifies when a violation is considered a second or subsequent violation, which may be subject to higher penalties, and allows municipalities or their vendors to retain data necessary to impose the penalties.

EFFECTIVE DATE: July 1, 2024

### **Work Zone Speed Cameras**

**Permissible Locations.** The bill expands the types of roads where DOT may operate speed cameras and increases the limit on the number of places where they may be operated at any one time. Under the pilot program, cameras could be placed on limited access highways in up to three locations at any one time. Under the bill, cameras may be used in up to 15 highway work zones on any highway (i.e., public road). But the bill retains the provision limiting the use of speed cameras to roads with speed limits of at least 45 mph.

**Notice Requirements.** The bill requires DOT or a work zone speed camera operator give written notice of the date work zone cameras will start operating in a given work zone to the Division of State Police and the chief executive officer of a municipality where the cameras will be located. DOT or the operator must give this notice at least two days before the cameras begin operating. Under the pilot program, DOT or the operator had to certify to the State Police when work zone speed cameras were operating at least seven days in advance.

The bill retains public notice requirements from the pilot program.

Specifically, in order to use speed cameras in a work zone, there must be at least two conspicuous signs placed at a reasonable distance ahead of the zone, and one of these signs must indicate whether the cameras are currently in use. DOT must also post on its website the locations where work zone speed cameras are operating.

**Violations.** Under the pilot program and the bill, speed cameras in work zones detect vehicles exceeding the speed limit by a specified amount, and the State Police review camera images and issue warnings and tickets as appropriate.

Vehicle owners could be ticketed or issued a warning under the pilot program if they exceeded the posted speed limit in a work zone by 15 mph or more. The bill lowers this amount to 10 mph or more for the permanent program. As under the pilot program, speed cameras in work zones record only vehicles exceeding the speed limit by this amount.

**Penalties.** Under the pilot program, vehicle owners were issued a written warning for their first violation detected by a work zone speed camera. The bill generally retains this requirement from the pilot program except that it imposes a \$75 fine for a first violation if the vehicle's detected speed is 85 mph or more. (By law, driving more than 85 mph is considered reckless driving (CGS § 14-222).)

The bill also creates a single fine tier for second and subsequent violations detected by work zone speed cameras. Under the pilot program, a second violation was subject to a \$75 fine and a subsequent violation was subject to a \$150 fine. The bill makes the fine amount \$75 for all second and subsequent violations. It also specifies that second and subsequent violations are those that occur within one year after the owner's most recent violation, and subsequent violations occurring after that period are considered first violations. As under the pilot program, fine revenue goes to the Special Transportation Fund.

Under the pilot program and the bill, vehicle owners are generally responsible for violations committed in the vehicle and liable for any

fine imposed under the program unless the driver received a citation from a police officer at the time of the violation. The bill retains these provisions but specifies that a lessee is considered the vehicle owner if the vehicle is leased for more than 30 days.

Under the pilot program, if a vehicle owner failed to pay a fine, the Department of Motor Vehicles (DMV) could suspend the registration of the vehicle used to commit the violation or refuse to register it. The bill additionally allows DMV to do so if the vehicle owner fails to (1) pay any additional fee associated with the violation, (2) submit a plea of not guilty by the answer date, or (3) appear for a scheduled court appearance.

**Annual Report.** The bill requires DOT to annually report to the Transportation Committee on the work zone speed camera program starting by February 1, 2026. The report must include the following information from the preceding calendar year:

1. the number of warnings and violations issued by each operational speed camera;
2. the number of warnings and violations where the vehicle exceeded the speed limit by (a) 11-20 mph, (b) 21-30 mph, (c) 31-40 mph, and (d) 41 mph or more;
3. the number of crashes that happened in each work zone where a speed camera was operating;
4. the amount of fine revenue received and DOT's costs for using the cameras;
5. the number of motor vehicles that committed one violation, two violations, three violations, or four or more violations;
6. a list of engineering and education measures that DOT implemented to improve safety in work zones that have operating speed cameras;

7. descriptions of situations where work zone speed camera images could not be or were not used; and
8. the number of leased or rented motor vehicles, out-of-state vehicles, or other vehicles (including trucks) where enforcement efforts were unsuccessful.

### ***Municipal Speed and Red Light Camera Changes***

***Fines for Subsequent Violations.*** By law, municipalities implementing speed or red light cameras may set fines for violations the cameras detect, but the fines cannot be more than \$50 for a first violation or \$75 for a second or subsequent violation. The bill specifies that (1) second and subsequent violations are those that occur within one year after the most recent violation and (2) subsequent violations occurring after that period are considered first violations. Current law does not specify a timeframe for second and subsequent violations.

Under existing law, municipalities and vendors generally must destroy the personally identifiable information they collect in connection with enforcing speed or red light camera violations and penalties within 30 days after a fine is collected or a hearing on the alleged violation is resolved. The bill creates an exception allowing a municipality or vendor to retain a portion of personally identifiable information for the limited purpose of determining whether a person committed a second or subsequent offense. The municipality or vendor must destroy any information it keeps under this exception within one year after the date of a person's most recent violation.

***Leased or Rented Vehicles.*** By law, a vehicle's owner is generally responsible for violations committed in the vehicle. The bill specifies a lessee is considered the owner if the vehicle is leased for more than 30 days.

### ***Background — Related Bill***

sHB 5328 (File 273), reported favorably by the Transportation and Appropriations committees, contains similar provisions on work zone

cameras and municipal speed and red light cameras.

### **§ 18 — DOT CAPITAL PROJECTS INFORMATION**

*Requires DOT to develop and maintain an interactive map on its website that displays the location of and certain information on its active construction capital projects*

The bill requires the DOT commissioner to develop and maintain an interactive map on the department's website that displays the location and information of its active construction capital projects across the state. The map must (1) identify the funding source for each project, (2) aggregate the total costs of the projects by funding type and construction phase, and (3) provide information and scheduled phases for the projects.

EFFECTIVE DATE: Upon passage

#### ***Background — Related Bill***

sSB 278 (File 294), reported favorably by the Transportation Committee, requires the DOT commissioner to (1) annually submit a report to certain legislative committees that includes specified information about its capital projects and (2) create and update a website page for certain information about the projects in its five-year capital plan.

### **§ 19 — PROPOSED FARE AND SERVICE CHANGES**

*Requires DOT to provide notice of public hearings on proposed major service changes to commuter rail service to the Transportation and Finance, Revenue and Bonding committees and the Connecticut Public Transportation Council; requires DOT to provide notice of public hearings related to fare changes for mass land transportation to the council, in addition to these legislative committees as current law requires*

The bill requires DOT, whenever it must hold a public hearing on a proposed major service change to commuter rail service according to federal requirements (see *Background*), to provide notice of the hearing to the (1) chairpersons and ranking members of the Transportation and Finance, Revenue and Bonding committees and (2) Connecticut Public Transportation Council (see *Background*). The department must do so at least 15 days before the hearing.

Existing law requires DOT to provide notice of public hearings

related to fare changes for mass transportation by land to these legislative committee leaders. The bill additionally requires it to provide this notice (1) at least 15 days before a hearing and (2) to the Connecticut Public Transportation Council.

EFFECTIVE DATE: July 1, 2024

### **Background**

**Connecticut Public Transportation Council.** By law, the 15-member Connecticut Public Transportation Council is charged with studying and investigating all aspects of the daily operation of commuter railroad systems and state-funded public transit services (e.g., bus transit), monitoring their performance, and recommending changes to improve their efficiency, equity, and quality. The council serves as an advocate for customers of all commuter railroad systems and state-funded public transit services (CGS §§ 13b-212b & -212c).

**Major Service Changes to Commuter Rail Service.** Pursuant to federal requirements, DOT generally conducts a Service and Fare Equity analysis any time fare changes or major service changes are proposed to ensure that the changes do not unfairly impact minority and low-income populations (Title VI of the Civil Rights Act of 1964 and Federal Transit Administration Circular 4702.1B). According to DOT's Public Involvement Procedures, it conducts comprehensive community outreach to give the public opportunities to provide input and alternatives or request clarification; this may include a combination of public hearings and community-based organization meetings.

**Related Bill.** sSB 281 (File 212), reported favorably by the Transportation Committee, has identical provisions.

### **§§ 20-40 — VERTIPOINTS AND UNMANNED AIRCRAFT**

*Defines "unmanned aircraft" and "vertiports" and incorporates these concepts into various existing aeronautics statutes; expands CAA's authority to generally cover unmanned aircraft regulation; prohibits the operation of unmanned aircraft in close proximity above a private premises without the owner's approval*

The bill defines "unmanned aircraft" (i.e., drones) and "vertiports"

and incorporates these concepts into various existing aeronautics statutes. In doing so, the bill generally subjects vertiports to the same regulatory framework as other air navigation facilities (e.g., airports, heliports, and restricted landing areas), including requirements for facility licensure and aircraft registration, among other things. The bill also generally expands the authority of the Connecticut Airport Authority (CAA) executive director to cover unmanned aircraft and allows him to adopt procedures specifying where unmanned aircraft may take off and land and governing their operation, unless already prohibited or regulated by federal law (see *Background*).

The bill applies certain existing statutes on investigations and reporting requirements for aircraft accidents and reckless operation to unmanned aircraft. It also prohibits any person from operating an unmanned aircraft in close proximity above a private premises.

EFFECTIVE DATE: July 1, 2024, except that the provisions on operating unmanned aircraft under the influence, CAA procedures for unmanned aircraft, and operating unmanned aircraft over private premises are effective October 1, 2024.

### ***Vertiport Regulation***

Under the bill, vertiports are areas with defined dimensions, at ground level or elevated on a structure, that are designated for vertical takeoff and landing (VTOL) of aircraft and may be restricted only for this purpose (i.e., similar to existing law's definition of heliports, which are designed for helicopters rather than VTOL aircraft). (In practice, no vertiports currently exist in the state.)

Under existing law, an "air navigation facility" generally includes airports, heliports, and restricted landing areas. The bill makes a vertiport an air navigation facility (§ 20) and makes various changes to incorporate them into the existing statutory framework for these and similar facilities. It allows the CAA executive director to issue certificates of approval for proposed vertiports and license these facilities in the same way as under existing law for other air navigation



facilities (§§ 23-25).

The bill applies numerous other statutory provisions generally applicable to air navigation facilities to vertiports, such as those related to complaints about landings or takeoffs by aircraft from unlicensed property (§ 28), CAA orders (§ 32), and airspace protection and runway clear zones (§§ 36 & 37). The bill also extends other provisions on air navigation facilities to vertiports by doing the following:

1. imposing existing law's aircraft registration requirements on aircraft based or primarily used at a vertiport in the state (§§ 21 & 22);
2. subjecting vertiport owners or operators to requirements to annually report certain information about aircraft based or primarily used at their facility (§ 26);
3. authorizing the CAA executive director to cooperate with the federal government and municipalities in undertaking certain vertiport-related projects that receive federal aid (§ 27); and
4. making it a class D felony to interfere or tamper with a vertiport or related equipment (punishable by up to five years in prison, a fine of up to \$5,000, or both) (§ 33).

### ***Unmanned Aircraft Regulation***

Under the bill, an unmanned aircraft (i.e., a drone) is a powered aircraft that (1) uses aerodynamic forces to provide vertical lift, (2) is operated remotely by a pilot in command or is capable of autonomous flight, (3) does not carry a human operator, and (4) can be expendable or recoverable. The bill specifies that unmanned aircraft are not considered aircraft under the aeronautics statutes.

***CAA Authority to Regulate (§§ 29 & 39).*** Existing law generally gives CAA's executive director broad authority to develop and promote aeronautics. This includes the authority to, consistent with aeronautics laws, perform acts, issue and amend orders, make and amend

regulations and procedures, and establish minimum standards that he determines are needed for protecting the (1) general public interest and safety and (2) safety of (a) people operating, using, or traveling in aircraft (including those receiving instruction) and (b) people and property on land or water. The bill expands this authority to include protecting people operating or using unmanned aircraft.

The bill authorizes CAA to adopt procedures (1) specifying where unmanned aircraft may take off and land, considering the public health, safety, aesthetics, and general welfare of the state, and (2) governing the operation of unmanned aircraft, unless already prohibited or regulated by federal law. It must do so in consultation with DOT, representatives from the unmanned aircraft industry, and organizations representing municipalities and first responders.

**Accident Investigations (§§ 30 & 31).** Current law allows the CAA executive director to hold investigations, inquiries, and hearings about matters covered by aeronautics laws, aircraft accidents, or his orders and regulations. The bill expands this authority to include “unmanned aircraft accidents.”

Under the bill, an “unmanned aircraft accident” is an occurrence associated with unmanned aircraft operation that takes place between when it takes off and lands, in which (1) someone dies or is seriously injured due to direct contact with the unmanned aircraft (or anything attached to it) or its operation or (2) the unmanned aircraft incurs or causes substantial damage. Existing law similarly defines an aircraft accident (i.e., one in which someone dies or is seriously injured due to being in or on the aircraft or in direct contact with it, or the aircraft receives substantial damage).

Under current law, “substantial damage” is damage or structural failure that affects the aircraft’s structural strength, performance, or flight characteristics and would normally require major repair or replacement of the affected component. The bill expands this to also include (1) damage or structural failure of this type to an unmanned

aircraft and (2) any damage of more than \$1,000 to any person's property (this aligns with the threshold in the Uniform Aircraft Financial Responsibility Act).

**Accident Reporting (§§ 30 & 34).** Current law generally requires the pilot of a civil aircraft involved in an accident described above (or the operator if the pilot is incapacitated) to immediately notify the CAA executive director or police. The bill applies this requirement to operators of unmanned aircraft involved in an accident (or anyone else that caused or authorized its operation if the operator is incapacitated). Under current law, when an accident occurs that is subject to these provisions, a written report must be filed with the executive director within 14 days. The bill specifies that this is the pilot's or operator's responsibility. The bill also eliminates the definition of "operator" that is applicable to these provisions. (Under existing law, "operator" is also defined under the Uniform Aircraft Financial Responsibility Act and means any person who is exercising actual physical control of an aircraft.)

Additionally, the bill expands to certain unmanned aircraft accidents (i.e., accidents not subject to the mandatory reporting requirement discussed above) current law's written report requirement for aircraft accidents when the damage is not substantial. As under existing law, (1) these reports are required at the executive director's request and (2) he may investigate the accidents if he deems it advisable, or instead accept a copy of the final report by a federal investigation agency.

**Reckless Operation and Operating Under the Influence (§§ 35 & 38).** The bill extends current law's prohibitions on doing the following to include unmanned aircraft:

1. operating any aircraft carelessly, recklessly, or in a way that endangers people or property, having regard to the proximity of weather and field conditions, territory flown over, and other aircraft (or unmanned aircraft under the bill); and
2. operating, or attempting to operate, any aircraft on the ground or

in the air while under the influence of alcohol or drugs.

Violators are (1) subject to a fine of up to \$250 for a first offense and (2) guilty of a class D misdemeanor for a subsequent offense (punishable by a fine of up to \$250, up to 30 days in prison, or both) (CGS § 15-97).

***Restriction on Operating Unmanned Aircraft Over a Private Premises (§ 40)***

The bill prohibits any person from operating, or programming to operate, an unmanned aircraft at a height of less than 250 feet over the boundaries of a private premises without the owner's prior approval. It makes violations an infraction (see §§ 12 & 13 *Background – Infractions*).

It exempts the following individuals while performing their official duties: (1) employees of the federal government, the state, or its political subdivisions; (2) public service company employees (e.g., electric distribution, gas, and telephone companies); (3) members of the U.S. or state armed forces; and (4) firefighters and police officers. This exemption also covers operating unmanned aircraft on behalf of these entities. The bill also exempts people operating unmanned aircraft for commercial purposes in compliance with Federal Aviation Administration authorization (if doing so is necessary for these purposes).

***Background***

***Federal Guidance on State Regulation of Unmanned Aircraft.*** In 2023, the Federal Aviation Administration (FAA) released an updated fact sheet to provide further guidance to states on the scope of federal authority over unmanned aircraft and more clearly delineate the aspects of their use that states may regulate and those which may be preempted (Updated Fact Sheet on State and Local Regulation of Unmanned Aircraft Systems, dated July 14, 2023).

According to the fact sheet, states may not regulate in the fields of aviation safety or airspace efficiency and laws attempting to do so are preempted. However, states generally may regulate unmanned aircraft outside those fields, with certain exceptions (e.g., laws that conflict with

FAA regulations or impair reasonable use of the airspace).

The fact sheet identifies several categories of state laws that would likely not be subject to preemption, including laws (1) on land use and zoning, privacy, harassment, trespassing, exercise of police powers, search and rescue, and taking photographs or videos of certain facilities; (2) regulating the location of takeoff and landing areas; and (3) restricting unmanned aircraft operation near property, to the extent their operation substantially interferes with the property owner's actual use and enjoyment of the property.

**Related Bills.** sSB 3 (File 182), § 4, reported favorably by the General Law Committee, generally prohibits a public entity from (1) purchasing a drone assembled or manufactured by a covered entity (e.g., China or Russia) beginning October 1, 2024, and (2) operating these drones beginning October 1, 2025.

sHB 5202 (File 322), §§ 1-24, reported favorably by the Transportation Committee, has similar provisions.

#### **§ 41 — ALCOHOL SALES AT BRADLEY AIRPORT**

*Modifies the hours during which alcohol sales are allowed at Bradley Airport to every day after 4:00 a.m. and until 11:00 p.m.*

The bill modifies the hours during which alcohol sales are allowed at Bradley Airport in premises operating under a cafe permit to every day after 4:00 a.m. and until 11:00 p.m. Current law generally allows sales beginning after 6:00 a.m. and until (1) 1:00 a.m. on Monday through Friday and (2) 2:00 a.m. on the weekend (with certain holiday exceptions).

EFFECTIVE DATE: October 1, 2024

#### **Background — Related Bill**

sHB 5202 (File 322), § 26, reported favorably by the Transportation Committee, has identical provisions.

#### **§ 51 — DOT ROAD SAFETY AUDITS**

*Requires DOT to develop a process allowing a municipality's chief executive officer, local traffic authority, or regional council of governments to ask it to do a road safety audit of a state highway and sets specified requirements for this process*

The bill requires DOT, by October 1, 2024, to develop (and later revise as needed) a process allowing a municipality's chief executive officer, local traffic authority, or regional council of governments to request the department to do a road safety audit (RSA; see *Background*) of a specific state highway (i.e., generally, state or local roads that are open to the public). The purpose of these audits is to identify transportation safety solutions and improve motor vehicle, bicycle, and pedestrian traffic on the highway.

Under the bill, the RSA process must require the DOT commissioner to notify the requesting entity in writing, within 60 days after receiving the request, as to his decision whether to perform the RSA. If DOT will do one, it must coordinate with the applicable traffic authority to schedule the audit date; if not, the notice must include the reasons why. Additionally, the process must require DOT to submit RSA results to (1) the requesting entity and (2) legislators representing the municipality or municipalities where the audited state highway is located. The bill requires DOT to post this RSA process on its website.

EFFECTIVE DATE: July 1, 2024

### ***Background***

***DOT RSAs.*** Under current practice, DOT accepts RSA applications from local traffic authorities. When the department approves an application, it notifies the municipality and schedules the field audit. Before doing the audit, DOT meets with RSA stakeholders to discuss audit objectives and review relevant information. Following a post-audit meeting with these stakeholders, DOT drafts a final report with existing conditions and recommendations and allows the municipality to review the report and make additional comments. After reviewing and incorporating these comments, DOT addresses each recommendation with steps the municipality should take for implementation. According to DOT, RSAs are currently done using

protocols the Federal Highway Administration publishes.

**Related Bill.** HB 5329 (File 233), reported favorably by the Transportation Committee, has similar provisions.

## **§ 52 — PARKING AUTHORITIES AND MUNICIPAL PARKING REGULATIONS**

*Allows any municipality to adopt an ordinance authorizing its parking authority to enforce municipal parking regulations, rather than only Hartford as under current law*

Under current law, only Hartford is allowed to authorize its parking authority to enforce municipal parking regulations. By law, parking authorities are generally permitted to operate and maintain off-street parking facilities and collect and receive all the revenue from on-street parking meters.

The bill allows any municipality to adopt an ordinance authorizing its parking authority to enforce municipal parking regulations. Existing law correspondingly authorizes parking authorities in a municipality that has adopted such an ordinance to enforce parking regulations according to the ordinance's terms (CGS § 7-204). Under the bill, as under existing law for Hartford, the ordinance may allow the municipality to remit the funds it receives for parking violations to the authority.

Existing law requires enforcement officers of any parking authority authorized to enforce municipal parking regulations to also enforce certain state laws on abandoned or unregistered motor vehicles and those menacing traffic or public health and safety (CGS § 14-150). By law, DMV inspectors and police officers also enforce these laws.

EFFECTIVE DATE: July 1, 2024

## **§ 53 — SHORE LINE EAST SERVICE RESTORATION**

*Requires DOT, by January 1, 2025, to report to the Transportation Committee on five alternatives for restoring Shore Line East service and their cost*

The bill requires the DOT commissioner, by January 1, 2025, to submit a report to the Transportation Committee (1) identifying at least

five alternative methods for restoring Shore Line East rail line service and (2) recommending the needed funding level to implement each alternative.

EFFECTIVE DATE: Upon passage

#### **§ 54 — INCIDENT REPORTS AND THE ADMINISTRATIVE PER SE PROCESS**

*Extends, from within three business days to within six business days after an incident, the timeframe during which a police officer must prepare and send DUI incident reports and related chemical test results to DMV under the administrative per se license suspension process*

By law, someone arrested for DUI is subject to administrative licensing sanctions through DMV in addition to criminal prosecution. This process is referred to as “administrative per se,” and the sanctions may occur when (1) a driver refuses to submit to a blood, breath, or urine test; (2) a test indicates an elevated blood alcohol content (BAC); or (3) the officer concludes through investigation (e.g., a drug influence evaluation) that the driver was under the influence of alcohol, drugs, or both.

When any of the above circumstances occurs, the arresting officer must prepare a report and send it to DMV. The report must be sworn by the officer under penalty of false statement and state, among other things, the grounds for his or her belief that there was probable cause to arrest the person for DUI and include the evidence (e.g., chemical test results) supporting the officer’s conclusion.

Current law requires that the report be prepared and sent to DMV within three business days after the incident. The bill extends this timeframe to within six business days after the incident. Generally, reports prepared and sent under this law are an exception to the hearsay rule and admissible at an administrative per se license suspension hearing without the officer’s testimony (see *Background — Related Case*).

EFFECTIVE DATE: July 1, 2024

#### ***Background — Related Case***



On April 9, 2024, the Connecticut Supreme Court held that failure to comply with the three-business-day preparation and mailing timeframe renders a DUI incident report inadmissible in an administrative license suspension hearing in the absence of testimony from the arresting officer. The court found that (1) the purpose of the timeframe and the other report requirements (e.g., a sworn statement) was to provide sufficient indicia of reliability so that the report may be admissible under a hearsay exemption and (2) adherence to the timeframe was mandatory for the report to be admissible (*Anthony J. Marshall III v. Commissioner of Motor Vehicles*, 348 Conn. 778).

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 22    Nay 14    (03/18/2024)