



Substitute House Bill No. 5330

Public Act No. 24-40

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:

Section 1. Section 14-314 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2024*):

Any person, firm or corporation failing to comply with any order made pursuant to any provision of this chapter shall be fined not more than [five] ten thousand dollars or imprisoned not more than thirty days or both, and shall be subject to the provisions of section 14-111. Any person, firm or corporation failing to comply with any traffic control signal, sign, marking or other device placed and maintained upon the highway, or with any regulation adopted pursuant to any provision of this chapter, by the Office of the State Traffic Administration or the traffic authority of any city, town or borough shall be deemed to have committed an infraction, if no other penalty is provided by law. Traveling at a greater rate of speed than is reasonable as provided in

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section 14-218a, as amended by this act, shall not be deemed to be a failure to comply with the provisions of this section but shall be deemed to be the commission of an infraction within the provisions of [said] section 14-218a, as amended by this act.

Sec. 2. Subsection (b) of section 14-311 of the 2024 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2024*):

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

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the superior court for the judicial district of Hartford or the judicial district where the development is located enjoining the construction, expansion, establishment or operation of such development. Notwithstanding the provisions of this subsection, for single family home building lots within a subdivision of land, for which a certificate is required and which do not have a direct exit or entrance on, or directly abut or adjoin any state highway, no local building official shall issue a certificate of occupancy to any person, firm, corporation, state agency or municipal agency to occupy homes on such lots until the person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the office and such official confirms that the certificate conditions have been satisfied.

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

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

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

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

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

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provides to such official a copy of the certificate issued under this section by said office and such official confirms that the certificate conditions have been satisfied.

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

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

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

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

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authority having jurisdiction.

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

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

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

(3) Red alone: Vehicular traffic facing a steady red signal alone shall stop before entering the crosswalk on the near side of the intersection

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or, if none, then before entering the intersection and remain standing until the next indication is shown; provided, on or after July 1, 1979, vehicular traffic traveling in the travel lane nearest the right hand curb or other defined edge of the roadway, unless a sign approved by the Office of the State Traffic Administration has been erected in the appropriate place prohibiting this movement, may cautiously enter the intersection to make a right turn onto a two-way street or onto another one-way street on which all the traffic is moving to such vehicle's right after such vehicle has stopped as required in this subdivision and yielded the right-of-way to pedestrians within an adjacent crosswalk and to other traffic lawfully using the intersection. Pedestrians facing a steady red signal alone, except when directed by separate pedestrian-control signals, shall not enter the roadway.

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

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

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"Don't Walk" or flashing upraised hand symbol signal is showing.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Office of the State Traffic Administration as provided in section 14-299, as amended by this act;

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

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

(2) The Commissioner of Transportation may establish [the speed limit on limited access highways during a weather event or an emergency, provided the commissioner erects electronic signs indicating such speed limit] a variable speed limit to allow for the temporary lowering of a posted speed limit on a limited access highway, or a designated portion thereof, to address traffic congestion, road construction or any other condition that affects the safe and orderly movement of traffic on such limited access highway. Any such variable speed limit (A) shall be based on an engineering investigation; (B) shall not be less than ten miles per hour below the posted speed limit on such highway, or designated portion thereof; and (C) shall be effective when the variable speed limit is posted and when a sign notifying motorists of the change in the posted speed limit is erected not less than five hundred feet, but not more than one thousand feet, before the point at which the variable speed limit begins. The commissioner shall use stationary or portable changeable message signs to provide notice of a variable speed limit.

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

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2024):

(e) The following types of signs, displays and devices may, with the approval of and subject to regulations adopted by the commissioner, be permitted within the six-hundred-sixty-foot area of interstate, primary and other limited access state highways, except as prohibited by state statute, local ordinance or zoning regulation: (1) Directional and other official signs or notices, which signs and notices shall include, but not be limited to, signs and notices pertaining to natural wonders and scenic and historical attractions which are required or authorized by law; (2) signs, displays and devices advertising the sale or lease of the property upon which they are located; (3) signs, displays and devices advertising activities conducted on the property on which they are located; (4) signs, displays or advertising devices which are in place for sixty days or less; and (5) advertising signs, displays or devices (A) located or erected on real property or abutting real property within areas owned, leased or managed by a public authority for the purpose of (i) railway or rail infrastructure facilities, including, but not limited to, associated structures located within areas zoned solely or predominantly for the development of a railway or rail infrastructure facilities, (ii) bus rapid transit corridors, including, but not limited to, the Hartford-New Britain busway project authorized in section 13b-15a, and any shelter, structure or other facility associated with the operation of such bus rapid transit corridor, (iii) airport development zones designated in section 32-75d, [or] (iv) bus facilities, or (v) any other similar transit or freight purpose, or (B) upon or within buildings, structures or other venues in the custody or control of the state and designed, operated or intended to be operated for the purpose of presenting athletic, artistic, musical or other entertainment events. Subject to regulations adopted by the commissioner and except as prohibited by state statute, local ordinance or zoning regulation, signs, displays and devices may be erected and maintained within six hundred sixty feet of primary and other limited access state highways in areas which are zoned for industrial or

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commercial use under authority of law or located in unzoned commercial or industrial areas which areas shall be determined from actual land uses and defined by regulations of the commissioner. The regulations of the commissioner in regard to size, spacing and lighting shall apply to any segments of the interstate system which traverse commercial or industrial zones wherein the use of real property adjacent to the interstate system is subject to municipal regulation or control, or which traverse other areas where the land use, as of September 21, 1959, was clearly established under state law as industrial or commercial.

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

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

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

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

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

(a) The commissioner [shall have power] may, in order to aid or promote the operation, whether temporary or permanent, of any transportation service operating to, from or in the state, to contract in the name of the state with any person, including, but not limited to, any common carrier, any transit district formed under chapter 103a or any special act, or any political subdivision or entity, or with the United States or any other state, or any agency, instrumentality, subdivision, department or officer thereof, for purposes of initiating, continuing, developing, providing or improving any such transportation service. Such contracts may include provision for arbitration of disputed issues. The commissioner, in order to aid or promote the operation of any transportation service operating outside the state, may contract in the name of the state with any person, including, but not limited to, any common carrier, or with the United States or any other state, or any agency, instrumentality, subdivision, department or officer thereof, for purposes of providing any transportation service in the event such assistance is required in the case of an emergency or a special event. The state, acting by and through the commissioner, may, by itself or in concert with others, provide all or a portion of any such service, share in the costs of or provide funds for such service, or furnish equipment or facilities for use in such service upon such terms and conditions as the commissioner may deem necessary or advisable, and any such contracts may include, without limitation thereto, arrangements under which the state shall so provide service, share costs, provide funds or furnish equipment or facilities. To these ends, the commissioner may in the name of the state acquire or obtain the use of facilities and equipment employed in providing any such service by gift, purchase, lease or other arrangements and may own and operate any such facilities and equipment and establish, charge and collect such fares and

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other charges or arrange for such collection for the use or services thereof as [he] the commissioner may deem necessary, convenient or desirable. The commissioner, or any [fare inspector] employee of the department or of a third-party contractor with fare inspection duties, as defined in section 13b-2, as amended by this act, shall have the authority to issue citations for any violation of section 13b-38i. The commissioner may also acquire title in fee simple to, or any lesser estate, interest or right in, any rights-of-way, properties or facilities, including properties used on or before October 1, 1969, for rail or other forms of transportation services. The commissioner may hold such properties for future use by the state and may enter into agreements for interim use of such properties for other purposes. Any person contracting with the state pursuant to this section for the provision of any transportation service shall not be considered an arm or agent of the state. Any damages caused by the operation of such transportation service by such person may be recovered in a civil action brought against such person in the superior court and such person may not assert the defense of sovereign immunity in such action.

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

(j) If the commissioner deems it to be in the best interest of the state, the commissioner may indemnify and hold harmless the Metro-North Commuter Railroad Company in its capacity as the state's contracted maintainer of the M-8 rail car fleet for claims brought by the National Railroad Passenger Corporation or other third parties against the Metro-North Commuter Railroad Company relative to the operation of M-8 rail cars on National Railroad Passenger Corporation property, provided such indemnification does not relieve the Metro-North Commuter Railroad Company from liability for its wilful or negligent acts or omissions.

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

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

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

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

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

(a) Not later than eighteen months following the date an automated traffic enforcement safety device becomes operational in a municipality pursuant to section 14-307c, as amended by this act, the municipality shall submit a report to the Department of Transportation and to the

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

(b) Not later than a year after a municipality submits a report pursuant to subsection (a) of this section, and each year thereafter until an automated traffic enforcement safety device is no longer operational in the municipality, the municipality shall submit a report to the Department of Transportation and to the joint standing committee of the

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

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

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

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

(a) The Department of Transportation shall provide for changes in

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fares for mass transportation by land in accordance with the provisions of this section and shall not be required to conform to the procedures in chapter 54.

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

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

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

For the [purpose of the laws of this state relating to aeronautics]

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purposes of this chapter, the following words and phrases [shall] have the following meanings, [herein given,] unless the context otherwise requires:

(1) "Aeronautics" means transportation by aircraft; the operation, repair or maintenance of aircraft, [or] aircraft engines or unmanned aircraft except by a manufacturer, including the repair, packing and maintenance of parachutes; the design, establishment, construction, extension, operation, improvement, repair or maintenance of airports, heliports, vertiports, restricted landing areas or other air navigation facilities, and air instruction.

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

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

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

(5) "Aircraft" means any contrivance used or designed for navigation of or flight in air, including (A) airplanes, meaning power-driven fixed-wing aircraft, heavier than air, supported by the dynamic reaction of the air against their wings, (B) gliders, meaning heavier than air aircraft, the

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free flight of which does not depend principally upon a power-generating unit, and (C) rotorcraft, meaning power-driven aircraft, heavier than air, supported during flight by one or more rotors. "Aircraft" does not include unmanned aircraft.

(6) "Airman" means (A) any individual who engages, as the person in command, or as a pilot, mechanic or member of the crew, in the navigation of aircraft while under way; [and (excepting any individual employed outside the United States, any individual employed by a manufacturer of aircraft, aircraft engines, propellers or appliances to perform duties as inspector or mechanic in connection therewith, and any individual performing inspection or mechanical duties in connection with aircraft owned or operated by him)] (B) any individual who is directly in charge of the inspection, maintenance, overhauling or repair of aircraft engines, propellers or appliances; and (C) any individual who serves in the capacity of aircraft dispatcher or air-traffic control-tower operator. "Airman" does not include any individual employed outside the United States, any individual employed by a manufacturer of aircraft, aircraft engines, propellers or appliances to perform duties as an inspector or mechanic in connection with such aircraft, engines, propellers or appliances and any individual performing inspection or mechanical duties in connection with aircraft owned or operated by such individual.

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

(8) "Airport hazard" means any structure, object of natural growth or use of land which obstructs the air space required for the flight of aircraft in landing or taking off at any airport, heliport, vertiport or

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restricted landing area or is otherwise hazardous to such landing or taking-off.

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

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

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

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

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

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

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

(16) "Manufacturer" means a person, partnership, association, limited liability company or corporation which, during the calendar year

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preceding application for registration, manufactured or assembled one or more aircraft for sale, or which proves to the satisfaction of the executive director that it intends in good faith to manufacture or assemble one or more aircraft for sale during the year immediately ensuing.

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

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

(19) "Nonresident" means any person whose legal residence is outside this state.

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

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

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

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

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

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

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

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

(28) "Ultra light aircraft" means (A) any aircraft which meets the criteria established by the Federal Aviation Administration, federal Air Regulation Part 103, or (B) any vehicle which: (i) Is used or intended to be used for manned operation by a single occupant in the air; (ii) is used or intended to be used for recreation or sport purposes only; (iii) has not been issued an airworthiness certificate by the government of the United States or any foreign government; and (iv) if unpowered, weighs less than one hundred fifty-five pounds or, if powered, weighs less than two hundred fifty-four pounds, empty weight, has a fuel capacity of no more than five U.S. gallons, is not capable of more than fifty-five knots calibrated air speed at full power in level flight and has a power-off stall speed which does not exceed twenty-four knots calibrated air speed.

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

(30) "Vertiport" means an area of defined dimensions, either at ground level or elevated on a structure, designated for the vertical

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landing and takeoff of aircraft, which may be restricted solely for that purpose.

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

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

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

The executive director of the Connecticut Airport Authority shall prepare and distribute to each municipality in which aircraft are based or primarily used, forms and decals for the registration of aircraft and the renewal of such registrations. Each municipality shall designate a municipal registration official who may be an official or employee of the

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municipality or of any airport facility, heliport, vertiport or seaplane base located within the municipality, to utilize the information obtained pursuant to section 13b-49a, as amended by this act, and perform the duties of registration of aircraft as set forth in sections 13b-39a to 13b-39g, inclusive, as amended by this act, and shall furnish to the executive director, in writing, the name, address and telephone number of each such official. The municipality shall immediately notify the executive director upon any changes relative to the municipal registration official.

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

(a) The executive director may approve airports, heliports, vertiports, restricted landing areas [L] and other air navigation facilities. Any municipality or person acquiring property for the purpose of constructing or establishing an airport, heliport, vertiport or restricted landing area shall, prior to such acquisition, apply to the executive director for a certificate of approval of the site selected and the general purpose or purposes for which the property is to be acquired, to [insure] ensure that the property and its use shall conform to minimum standards of safety and shall serve the public interest. Any proposed airport, heliport, vertiport, restricted landing area or other air navigation facility at which more than thirty-six landings and takeoffs are expected to be made by aircraft in any year shall be approved by the executive director before it shall be licensed to be used or operated. The executive director shall make no charge for approval certificates of proposed property acquisition for airport, heliport, vertiport or restricted landing area purposes.

(b) The executive director may license airports, heliports, vertiports, restricted landing areas and other air navigation facilities and renew such licenses. When a certificate of approval of an airport, heliport, vertiport or restricted landing area has been issued by the executive director, [he or she] the executive director may grant a license for

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operation and use. On and after July 1, 1995, the executive director shall charge a fee of one hundred fifty dollars for each license or renewal thereof. Each such license shall be effective for a period of three years from the date of issuance. Each licensee shall certify, on a form provided by the executive director, that the licensed facility shall comply with all applicable federal, state and local laws and regulations during the license period. Municipalities shall be exempt from the payment of any license fee in connection with airports owned or operated by such municipalities.

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

(d) Any heliport in operation prior to October 1, 1985, shall be deemed licensed for operation and use and the executive director shall issue an original license for any such heliport upon the written request of the person who controls and operates such heliport. Such heliports shall be subject to the provisions of this chapter concerning the renewal or revocation of licenses, inspection and review of air navigation facilities and any other provision of this chapter except those concerning the initial approval or licensing of such facilities. Such heliports shall be subject to any rule or procedure adopted by the authority in accordance with the provisions of this chapter except those concerning the initial approval or licensing of any air navigation facility.

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

Upon receipt of any application for a certificate of approval of an

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airport, heliport, vertiport or restricted landing area, or an original license to use or operate an airport, heliport, vertiport, restricted landing area or other air navigation facility, the executive director shall send notice thereof by registered or certified mail to the chief executive officer or first selectman of the municipality or municipalities in which the proposed airport, heliport, vertiport, restricted landing area or other air navigation facility is proposed to be located. If the applicant, or such municipality within fifteen days after receipt of such notice, requests a public hearing, the executive director shall set a time and place for such hearing in the municipality in which the proposed airport, heliport, vertiport, restricted landing area or other air navigation facility is proposed to be situated, at which hearing interested parties shall have an opportunity to be heard. The executive director may hold a public hearing in any case where no such request is made. Notice of any such hearing shall be published by the executive director in a newspaper of general circulation in such municipality at least twice, the first publication to be at least fifteen days prior to the date of the hearing. Upon the conclusion of such hearing, the executive director shall consider all the relevant evidence and shall issue an order granting or denying such application, written notice of which shall be sent by registered or certified mail to the applicant and to the chief executive officer or the first selectman of the municipality or municipalities in which the proposed airport, heliport, vertiport, restricted landing area or other air navigation facility is to be located. Orders issued pursuant to this section shall comply with the requirements of section 15-66, as amended by this act, and shall be subject to appeal as provided in section 15-67.

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

The executive director may revoke temporarily or permanently any certificate of approval or license upon a determination that an airport,

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heliport, vertiport, restricted landing area or other navigation facility is not being maintained or used in accordance with the provisions of this chapter, [or] chapter 266 [,] or any regulations or procedures adopted pursuant to said chapters.

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

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

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

Sec. 27. Subsection (a) of section 13b-50 of the 2024 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2024*):

(a) The executive director of the Connecticut Airport Authority is authorized to cooperate with the government of the United States or any agency or department thereof in the acquisition, construction,

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

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

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

(b) The executive director shall adopt written procedures, in

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accordance with the provisions of section 1-121₂ to implement the provisions of subsection (a) of this section. The procedures shall include, but not be limited to, the type of information the property owner may be required to record, the procedures for transmitting such information to the executive director and standards for determining what constitutes an annual special event and agricultural purposes.

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

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

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

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

Sec. 30. Section 15-71b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2024*):

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

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

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

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

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

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Sec. 31. Section 15-45 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2024*):

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

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

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

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conditions as the executive director may prescribe. No service of process shall be necessary in connection with any of the prescribed activities of the executive director. The term of any suspension or revocation shall commence upon notice thereof by the executive director.

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

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

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

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

Any pilot, whether resident or nonresident, of a civil aircraft involved in an aircraft accident [resulting in personal injury or substantial damage to the aircraft] and any operator, whether resident or nonresident, of an unmanned aircraft involved in an unmanned aircraft accident shall immediately notify the executive director or the state police of such accident. If the pilot, [or] pilots, operator or operators are incapacitated, any person who caused or authorized the operation of

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such aircraft or unmanned aircraft at the time of the accident shall be responsible for giving such notification. [A] The pilot, pilots, operator or operators shall file a written report [shall be filed] concerning the accident with the executive director [within] not later than fourteen calendar days after such accident on a form prescribed by the executive director. If requested by the executive director, a written report may also be required for an aircraft or unmanned accident when the damage is less than substantial damage. The executive director may make an investigation of such accidents as [he or she] the executive director deems advisable or in lieu of a detailed investigation, may accept a copy of the final report by a federal investigation agency.

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

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

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

Where necessary in order to provide unobstructed air space for the landing and taking-off of aircraft, in the case of airports, heliports, vertiports and restricted landing areas acquired or operated by the authority, the executive director or, if a taking is required, the Commissioner of Transportation, and, in the case of municipal airports, the municipality, is granted authority to acquire, in the same manner as is provided for the acquisition of property for airport purposes, easements through or other interests in air space over land or water, interests in airport hazards outside the boundaries of the airports, heliports, vertiports or restricted landing areas, and such other airport

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protection privileges as are necessary to [insure] ensure safe approaches to the landing areas of such airports, heliports, vertiports and restricted landing areas and the safe and efficient operation thereof. The executive director or, if a taking is required, said commissioner, is empowered to acquire in the same manner the right of easement for a term of years or perpetually to place or maintain suitable marks for the daytime marking and suitable lights for the nighttime marking of airport hazards for the purpose of maintaining and repairing such lights and marks. No person shall build, rebuild or create or cause to be built, rebuilt or created any object, or plant, cause to be planted or permit to grow higher any tree or trees or other vegetation, which encroach upon any airport protection privileges acquired pursuant to the provisions of this section. Any such encroachment is declared to be a public nuisance and may be abated in the manner prescribed by law for the abatement of public nuisances, or the municipality in charge of the airport, heliport, vertiport or restricted landing area for which airport protection privileges have been acquired as provided in this section may go upon the land of others and remove any such encroachment without being liable for damages in so doing. Before exercising any of the powers conferred [herein] in this section, the executive director shall establish and publish in detailed form, available to the public, the standards which the executive director has adopted and will apply in making a determination that public convenience and necessity require the taking of any parcel of land or interest therein.

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

Terms used in this section and sections 15-74b and 15-74c [.] shall be construed as follows, unless another meaning is expressed or is clearly apparent from the language or the context: "public service company" [means "public service company" as defined by] has the same meaning as provided in section 16-1; "public airport" means any state or

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municipality owned airport, heliport, vertiport, restricted landing area or other air navigational facility or any facility licensed by the executive director of the Connecticut Airport Authority under section 13b-46, as amended by this act, except any privately owned airport, heliport, vertiport, restricted landing area or air navigational facility unless the same has been on file with the Federal Aviation Administration for a period of at least two years and designated by it as a facility open to the public; and "clear zone" means an area extending for up to one-half mile from the end of a runway on a public airport and designated by the executive director as a clear zone in accordance with regulations or procedures adopted by the executive director.

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

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

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

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

Sec. 39. (NEW) (*Effective October 1, 2024*) The Connecticut Airport Authority, in consultation with the Department of Transportation and representatives from the unmanned aircraft industry, organizations representing municipalities and organizations representing first responders, may adopt procedures pursuant to the provisions of section 1-121 of the general statutes that (1) specify where unmanned aircraft may take off and land, giving consideration to the public health, safety,

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aesthetics and general welfare of this state, and (2) govern the operation of unmanned aircraft, unless otherwise prohibited by, or provided for, in federal law.

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

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

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

(d) Any person who violates any provision of this section shall have

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committed an infraction.

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

(g) Notwithstanding any provision of subsection (a) and subdivisions (1) and (2) of subsection (e) of this section, food or nonalcoholic beverages may be sold, dispensed or consumed in places operating under a cafe permit issued pursuant to subsection (d) of section 30-22a, at any time, as allowed by agreement between the Connecticut Airport Authority and its lessees or concessionaires. In the case of premises operating at Bradley International Airport under a cafe permit, the sale, dispensing or consumption or the presence in glasses or other receptacles suitable to permit the consumption of alcoholic liquor by an individual shall be unlawful on [:(1) Monday, Tuesday, Wednesday, Thursday and Friday between the hours of one o'clock a.m. and six o'clock a.m., (2) Saturday and Sunday between the hours of two o'clock a.m. and six o'clock a.m., (3) Christmas, except for alcoholic liquor that is served where food is also available during the hours otherwise permitted by this section for the day on which Christmas falls, and (4) January first between the hours of three o'clock a.m. and six o'clock a.m.] any day between the hours of twelve o'clock a.m. and four o'clock a.m. and after eleven o'clock p.m.

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

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

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

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

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

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

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

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

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

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

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

Sec. 43. Section 13a-262 of the general statutes is repealed and the

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

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

(b) A work zone speed control system may be used provided (1) such system is operated by a work zone speed control system operator, (2) if, in accordance with the manual of uniform traffic control devices as approved and revised by the Office of State Traffic Administration, at least two conspicuous road signs are placed at a reasonable distance in advance of a highway work zone notifying drivers that a work zone speed control system may be in operation, (3) at least one of the signs described in subdivision (2) of this subsection indicates that the work zone speed control system is operational or is not operational, (4) an appropriate sign is conspicuously placed at the end of a highway work zone with a work zone speed control system that is operational, and (5) a notice identifying the location of a work zone speed control system is available on the Internet web site of the department.

(c) A work zone speed control system shall be used in a manner to only record images of motor vehicles that are exceeding the posted highway work zone speed limit by [fifteen] ten miles per hour or more in violation of the provisions of section 13a-263, as amended by this act. Any recorded images collected as part of a work zone speed control system shall not be used for any surveillance purpose. [The] At least two

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days prior to a work zone speed control system becoming operational, the department or work zone speed control system operator shall [certify] provide written notice of the date such system will be operational to the Division of State Police [when a work zone speed control system is operational] and the chief executive officer of the municipality where such system is to be located.

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

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

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

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

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most recent violation shall be considered a first violation.

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

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

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

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

(h) A violation of section 13a-263, as amended by this act, shall not (1) be included in [the operating record of the driver] any driver control record maintained pursuant to section [14-137a] 14-111l, (2) be the subject to merit rating for insurance purposes, or (3) authorize the imposition of surcharge points in the provision of motor vehicle insurance coverage.

(i) The following defenses shall be available to the owner of a motor

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

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

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

Sec. 47. (NEW) (*Effective July 1, 2024*) Not later than February 1, 2026, and annually thereafter, the Commissioner of Transportation shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include the following information regarding the preceding calendar year: (1) The number of warnings and violations issued pursuant to section 13a-263 of the general statutes, as amended by this act, for each work zone speed control system that was operational; (2) the number of such warnings and violations where the motor vehicle exceeded the posted speed limit by (A) at least eleven miles per hour, but not more than twenty miles per hour, (B) at least twenty-one miles per hour, but not more than thirty miles per hour, (C) at least thirty-one

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miles per hour, but not more than forty miles per hour, and (D) forty-one miles per hour or greater; (3) the number of crashes that occurred in each highway work zone where a work zone speed control system was operational; (4) the amount of fines received pursuant to section 13a-263 of the general statutes, as amended by this act; (5) the annual cost to the Department of Transportation to use work zone speed control systems; (6) the number of motor vehicles identified by a work zone speed control system that were the subject of one violation, two violations, three violations or four or more violations; (7) a list of engineering and educational measures undertaken by the department to improve safety in highway work zones with an operational work zone speed control system; (8) a description of situations where recorded images produced by a work zone speed control system could not be used or were not used; and (9) the number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful.

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

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

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transportation mobility, investing in transportation infrastructure improvements or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.

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

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

(2) In the case of an alleged violation involving a motor vehicle

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

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

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

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

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

(b) No personally identifiable information shall be stored or retained

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by the municipality or a vendor unless such information is necessary for the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 14-307c, as amended by this act.

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

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

Sec. 51. (NEW) (*Effective July 1, 2024*) Not later than October 1, 2024, the Commissioner of Transportation shall develop, and thereafter revise as necessary, a process by which the chief executive officer of a municipality, traffic authority, as defined in section 14-297 of the general statutes, as amended by this act, or regional council of governments may request the Department of Transportation to perform a road safety audit of a specified state highway for the purpose of identifying transportation safety solutions and improving motor vehicle, bicycle and pedestrian traffic upon such state highway. Any such process shall require the commissioner to notify, in writing, the requesting chief executive officer, traffic authority or regional council of governments, not later than sixty days after receipt of any such request, of the

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commissioner's determination (1) to perform such road safety audit and to coordinate with the traffic authority in which the state highway is located to schedule a date for such road safety audit, or (2) to not perform such road safety audit and the reasons for the commissioner's determination. Such process shall require the results of any road safety audit to be submitted to the chief executive officer, traffic authority or regional council of governments that requested such road safety audit and any members of the General Assembly representing the municipality in which the audited state highway is located. The commissioner shall post the process developed pursuant to the provisions of this section on the Internet web site of the Department of Transportation.

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

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

Sec. 53. (*Effective from passage*) Not later than January 1, 2025, the Commissioner of Transportation shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation that (1) identifies at least five alternative methods for restoring service on the Shore Line East rail line,

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and (2) recommends what level of funding would be necessary to implement each such alternative method.

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

(c) If the person arrested refuses to submit to such test or nontestimonial portion of a drug influence evaluation or submits to such test, commenced within two hours of the time of operation, and the results of such test indicate that such person has an elevated blood alcohol content, the police officer, acting on behalf of the Commissioner of Motor Vehicles, shall immediately revoke and take possession of the motor vehicle operator's license or, if such person is not licensed or is a nonresident, suspend the operating privilege of such person, for a twenty-four-hour period. The police officer shall prepare a report of the incident and shall mail or otherwise transmit in accordance with this subsection the report and a copy of the results of any chemical test to the Department of Motor Vehicles within [~~three~~] six business days. The report shall contain such information as prescribed by the Commissioner of Motor Vehicles and shall be subscribed and sworn to under penalty of false statement as provided in section 53a-157b by the arresting officer. If the person arrested refused to submit to such test or evaluation, the report shall be endorsed by a third person who witnessed such refusal. The report shall set forth the grounds for the officer's belief that there was probable cause to arrest such person for a violation of section 14-227a or 14-227m or subdivision (1) or (2) of subsection (a) of section 14-227n and shall state that such person had refused to submit to such test or evaluation when requested by such police officer to do so or that such person submitted to such test, commenced within two hours of the time of operation, and the results of such test indicated that such person had an elevated blood alcohol content. A drug influence evaluation need not be commenced within

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two hours of the time of operation. The Commissioner of Motor Vehicles may accept a police report under this subsection that is prepared and transmitted as an electronic record, including electronic signature or signatures, subject to such security procedures as the commissioner may specify and in accordance with the provisions of sections 1-266 to 1-286, inclusive. In any hearing conducted pursuant to the provisions of subsection (g) of this section, it shall not be a ground for objection to the admissibility of a police report that it is an electronic record prepared by electronic means.

Approved May 21, 2024