



## **Acts Affecting Transportation**

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## Notice to Readers

This report provides summaries of new laws (public acts and special acts) significantly affecting transportation enacted during the 2022 legislative session. OLR's other Acts Affecting reports are, or will soon be, available on OLR's website: <https://www.cga.ct.gov/olr/actsaffecting.asp>.

Each summary indicates the public act (PA) or special act (SA) number. Not all provisions of the acts are included. The report does not include vetoed acts unless the veto was overridden.

Complete summaries of public acts are, or will soon be, available on OLR's website: <https://www.cga.ct.gov/olr/olrsums.asp>.

Readers are encouraged to obtain the full text of acts that interest them from the Connecticut State Library, House Clerk's Office, or General Assembly's website: <http://www.cga.ct.gov>.

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## **Airports and Aviation**

### ***Brainard Airport Property Study***

Under a new law, the Department of Economic and Community Development (DECD) must have an analysis conducted on the benefits and opportunity costs to Hartford and the state of the current and alternative uses of the Hartford Brainard Airport property. The act specifies the study's scope, including certain economic, environmental, and regulatory components, and requires DECD to issue a request for proposals for an entity to oversee the analysis and produce the report. DECD must submit a report of the analysis's findings, by October 15, 2023, to the Finance, Revenue and Bonding Committee ([PA 22-118](#), § 426, effective July 1, 2022).

### ***Limitation on CAA Agreements and Obligations***

A new law generally prohibits the Connecticut Airport Authority (CAA) from entering into any agreements or incurring any obligations that would further encumber the Hartford Brainard Airport property or prohibit or impinge developing alternative uses. It excludes from this prohibition (1) any agreement or obligation that allows for termination without liability in the event the airport is to be closed in the future and (2) the acceptance of Federal Aviation Administration grants deemed necessary to safely operate the airport. However, it specifies that nothing that extends or results in extending a runway is considered to be for safety maintenance purposes ([PA 22-118](#), § 426, effective July 1, 2022).

## **Boating, Ports, and Harbors**

### ***Marine Pilot Extension-of-Route***

A new law allows Connecticut-licensed marine pilots to apply for an "extension-of-route" using experience gained while piloting under the authority of a federal pilotage endorsement. By law, the Connecticut Pilot Authority (CPA) issues pilotage licenses for specific geographic areas of the Long Island Sound and allows licensees to apply for an expansion of the areas in which they may operate (i.e., "extension-of-route") ([PA 22-40](#), § 24, effective July 1, 2022).

## **Department of Transportation Operation**

### ***Engineer and Maintainer Recruitment and Hiring***

In response to significant Department of Transportation (DOT) employee turnover, the legislature is requiring the Department of Administrative Services (DAS) and DOT to take several actions related to recruiting and hiring engineers, engineer interns, and maintainers. Regarding interns, DAS must recruit engineer interns for DOT when the DOT commissioner requests it, both commissioners must

recruit interns at public and private higher education institutions, and DAS must annually increase engineer intern pay rate by any percentage increase in the consumer price index for the previous 12 months.

For entry-level engineers and certain maintainer positions, DAS must engage in the ongoing successive recruitment of these positions until June 30, 2025, and DOT must make an employment offer or reject a candidate's application within 120 days after receiving it. Lastly, the act allows the DOT commissioner to consider a qualified candidate's application for another position at the department without requiring the candidate to submit another application ([PA 22-46](#), effective July 1, 2022).

### ***Entering Private Property During Emergencies***

Under a new law, DOT has the right to enter and use private property during commissioner-declared emergencies to correct unsafe or emergency conditions or restore the highway system or interrupted essential rail or transit services without following standard property rights acquisition procedures. Instead, in these emergency situations, the new law requires DOT to (1) make a reasonable effort to notify property owners before entering and (2) compensate the owner for the property use in accordance with state law governing property rights acquisition ([PA 22-40](#), §§ 9 & 10, effective July 1, 2022).

### ***Illegal Encroachments in State Right-of-Way***

This session, the legislature modified laws related to illegal encroachments in state highway right-of-way. Among other things, the legislature allows DOT to (1) take immediate corrective action when a person encroaches on state highway property without a permit and creates unsafe conditions and (2) bill violators for expenses the department incurs in rectifying the illegal encroachments. It also increases the fines for encroachment violations to between \$2,000 and \$5,000 for each offense. Under prior law, the fines were up to \$100 for a first offense and between \$100 and \$500 for a subsequent offense ([PA 22-40](#), §§ 16 & 17, effective July 1, 2022).

### ***Indemnification for Railbanking Arrangements***

The legislature authorized the DOT commissioner, if he deems it in the state's best interest, to indemnify and hold harmless any railroad company in connection with an interim trail use and railbanking arrangement executed according to federal law. "Railbanking" is a voluntary arrangement between a railroad company and another entity to use an out-of-service rail corridor as a trail until a railroad needs the corridor again for rail service ([PA 22-40](#), § 4, effective July 1, 2022).

## ***Salt Applicator Training Program and Registration***

Provisions in the act adopting and implementing the FY 23 budget (1) require the Department of Energy and Environmental Protection (DEEP) and DOT commissioners to work with UConn’s Training and Technical Assistance Center (T2 Center) to conduct certain training for state, municipal, and private roadside applicators on winter maintenance (e.g., use of sodium chloride). Either DEEP and DOT or T2 Center personnel must provide the training, which must occur at least once in each county, and DEEP and DOT must provide training information to the regional councils of governments. The agencies must report to the Environment and Transportation committees about the program and any recommendations for legislation to reduce sodium chloride’s effects on drinking water supplies.

This act also establishes a salt applicator registration program for commercial applicators. It allows the applicators to annually register and certify that they (1) received the roadside applicator training, and any other training or requirements DEEP prescribes in regulations, and (2) comply with the required regulation’s policies and goals about salt application ([PA 22-118](#), §§ 139 & 140, effective October 1, 2022, except the registration provision is effective upon passage).

## ***Traffic Signal Grant Program***

Under a new law, DOT must establish a matching grant program to help municipalities modernize existing traffic signal equipment and operations to make them (1) capable of using transit signal priority, (2) responsive to congestion, and (3) reduce idling ([PA 22-25](#), § 11, effective July 1, 2022). This year’s budget act reserves up to \$75 million in an existing bond authorization to fund the program ([PA 22-118](#), § 344, effective July 1, 2022).

## **Driver’s Licenses, Registrations, and Certificates of Title**

### ***Autocycles***

This session, the legislature made changes to the definition of an “autocycle.” Existing law allows drivers to operate autocycles with a standard “class D” license (i.e., without needing a motorcycle license endorsement) ([CGS § 14-36a](#)). The law defines “autocycle,” in part, as a motorcycle with up to three wheels that has seat belts and partially or fully enclosed seats in which occupants sit with their legs forward. Prior law additionally provided that an autocycle was designed to be controlled with a steering wheel and foot pedals. The new law instead provides that it is designed to be controlled with a steering mechanism, rather than a steering wheel ([PA 22-44](#), § 13, effective October 1, 2022).

### ***Electric Vehicle (EV) Registration Fee***

A new law eliminates the reduced registration fee for EVs (\$57 for a triennial period) and instead subjects them to the same registration fee that applies to other passenger motor vehicles (e.g., \$120 for a triennial period) ([PA 22-25](#), §§ 8 & 19, effective July 1, 2022).

### ***Emissions Re-Testing Extension for Supply Chain Issues***

For FYs 23 and 24, a new law requires the Department of Motor Vehicles (DMV) commissioner to grant an extension of time for vehicles to obtain needed repairs after failing an emissions inspection, so long as a licensed new or used car dealer or licensed repairer or limited repairer certifies, in writing, that the part needed to repair the associated problem is delayed due to market conditions. If granted, the waiver must be valid for 180 days after the certification date ([PA 22-44](#), § 37, effective July 1, 2022).

### ***Licensing Drivers Who Wear Glasses With Bioptic Lenses***

This session the legislature expanded driving access by requiring the DMV commissioner to issue driver's licenses to people wearing glasses with bioptic lenses (i.e., consisting of miniature telescopic lenses mounted on top of the eyeglasses) if the applicant otherwise meets regulatory vision standards and the license requirements ([PA 22-44](#), § 11, effective October 1, 2022).

### ***License Restoration After Medical Withdrawal***

Under existing law, the DMV commissioner may allow a person whose license was medically withdrawn to drive on a limited basis (i.e., with a licensed driving instructor or testing agent) if she (1) determines that the driver does not have a health problem affecting his or her ability to drive safely and (2) requires the driver to pass a road skills test for license reinstatement ([CGS § 14-46e\(b\)](#)). A new law requires the commissioner to make her determination after consulting with the Motor Vehicle Operator's License Medical Advisory Board, rather than through a hearing ([PA 22-44](#), § 1, effective July 1, 2022).

### ***Motor Vehicle Property Taxes and Registrations***

Beginning with the 2023 assessment year, a new law revamps various laws on municipal taxation of motor vehicles. It requires municipalities to value motor vehicles as a percentage of the manufacturer's suggested retail price (MSRP), based on a 20-year depreciation schedule. Under the law, vehicles that are 20 or more years old must be valued at no less than \$500 and assessors must determine the value of vehicles for which the MSRP is unavailable. (Motor vehicle values are currently determined annually according to a schedule of values recommended by the Office of



Policy Management (OPM), generally the National Automobile Dealers Association’s appraisal guide, which is largely based on auction and retail sales data.)

The new law also, among other things, increases the frequency with which DMV must provide motor vehicle registration information to municipalities, from an annual basis to a monthly basis, and expands the reporting requirement to include available MSRPs. It additionally prohibits DMV from issuing a vehicle registration or renewal to anyone who owes property taxes on any taxable motor vehicle, rather than only registered motor vehicles ([PA 22-118](#), §§ 497-509, effective July 1, 2022, with most provisions applicable to assessment years starting on or after October 1, 2023).

### ***Organ Donor Consent***

Under existing law, the DMV commissioner must require any person applying for a driver’s license or identity card to indicate whether they consent to or decline organ donation through inclusion on the state donor registry. A new law also applies this requirement to anyone who renews a license or identity card ([PA 22-44](#), § 15, effective October 1, 2022).

### ***Repossession Regulations***

New legislation authorizes the banking commissioner to adopt regulations to implement existing law on repossession of goods, such as motor vehicles, when a buyer fails to make payment or fulfill another contractual obligation ([PA 22-94](#), § 16, effective October 1, 2022).

### ***Specialty License Plates – Afghanistan and Iraq Veterans***

A new law allows the DMV commissioner to provide special registration marker plates to individuals who received a campaign medal and served while engaged in combat or in a combat support role in Afghanistan or Iraq during certain specified dates. By law, these plates have the words “(Name of War) Veteran” ([PA 22-34](#), §§ 1 & 2, effective October 1, 2022).

## **Electric Vehicles (EVs)**

### ***Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) Program***

This session, the legislature made numerous changes to the CHEAPR program, including:

1. making the Department of Energy and Environmental Protection, rather than the CHEAPR board, responsible for the program’s administration;
2. making the CHEAPR board advisory-only and adding new members, including representation from EV and e-bike manufacturers and the Public Utilities Regulatory Authority chairperson;

3. expanding eligibility for rebates to businesses, municipalities, and nonprofits, subject to certain limits;
4. establishing incentives for e-bike purchases; and
5. requiring DEEP to give priority for rebates to residents of environmental justice communities and recipients of certain state and federal assistance programs.

The legislature also increased funding to the CHEAPR account by directing all of the greenhouse gas reduction fee to it, rather than just \$3 million of fee revenue as prior law required, and part of Regional Greenhouse Gas Initiative funds ([PA 22-25](#), §§ 7, 10 & 18, effective July 1, 2022).

### ***New Construction EV Charging Requirements***

A new law requires that:

1. each new construction of a state facility with total costs over \$100,000 be installed with level two EV charging stations in at least 20% of parking spaces designated for cars or light-duty trucks;
2. level two EV charging stations be installed in new construction school building projects on any project list that DAS submits to the legislature beginning July 1, 2023; and
3. municipalities require that each new construction of a commercial building or multi-unit residential building with 30 or more parking spaces be equipped with EV charging infrastructure in at least 10% of parking spaces ([PA 22-25](#), §§ 5 & 17, effective October 1, 2022).

### ***Property Tax Exemptions for EV Charging Stations and Zero-Emission School Buses***

A new law exempts from property tax (1) level two EV charging stations located on commercial or industrial property, (2) EV charging stations located on residential property, (3) refueling equipment for fuel cell electric vehicles, and (4) zero-emission school buses ([PA 22-25](#), § 6, effective October 1, 2022, and applicable to assessment years starting on or after that date).

### ***Right to Charge***

A new law establishes right to charge provisions for unit owners in condominiums and common interest communities and for renters. For condos and common interest communities, the law generally voids governing document provisions that unreasonably restrict EV charging installation in a unit or limited common element parking space and establishes requirements for processing applications and provisions applicable to charging station installation, among other things. For rental units, the law, among other things (1) generally requires landlords to approve a tenant's

written request to install an EV charging station at the tenant’s dedicated parking space, but staggers implementation of the requirement based on the landlord’s number of units and (2) specifies the contents and terms of the written request and the landlord-tenant agreement ([PA 22-25](#), §§ 2-4, effective October 1, 2022).

### ***State Agency EV Charging Stations***

A new law establishes policies and procedures for establishing and operating electric vehicle charging stations on state agency property. The law authorizes a state agency to (1) determine authorized users of a charging station; (2) establish and post time limits; and (3) establish fees to recoup operational, maintenance, and electric costs ([PA 22-118](#), § 128, effective October 1, 2022).

### ***State Fleet Electrification***

This session, the legislature modified the schedule for electrifying the state fleet of cars and light duty trucks. Under this new law, the state must acquire cars and light duty trucks that are battery electric vehicles on the following schedule: (1) 50% by January 1, 2026, (2) 75% by January 1, 2028, and (3) 100% by January 1, 2030. It also prohibits the state, beginning January 1, 2024, from procuring, purchasing, or leasing diesel-fueled transit buses ([PA 22-25](#), § 1, effective October 1, 2022).

## **Vehicle Rentals and Sharing**

### ***Marketplace Car and Truck Rentals***

Under a new law, marketplace facilitators of passenger motor vehicle and truck rentals on behalf of rental companies are exempt from collecting and remitting sales tax on behalf of these sellers. This makes the rental companies themselves responsible for collecting a remitting sales tax on these sales ([PA 22-118](#), § 483, effective July 1, 2023).

### ***Peer-to-Peer Car Sharing***

A new law makes changes to the state’s peer-to-peer (P2P) car sharing requirements. It defines “P2P car sharing company” as a car sharing platform that connects owners with drivers to enable sharing vehicles for financial consideration, whereas prior law defined it as a person or business entity engaged in the business of operating a car sharing platform to enable P2P car sharing in the state. It also explicitly excludes motor vehicle rental contracts from P2P car sharing agreements and makes other changes to exclude car rental-related terms from P2P car sharing definitions ([PA 22-107](#), §§ 2-5, effective January 1, 2023).

## **Highways and Parkways**

### ***Advanced Notice of Road Projects***

A new law requires municipalities, utilities, and the Office of Policy and Management (OPM) to submit certain reports related to advanced notice of road projects affecting utility infrastructure and the inspection procedures upon project completion. Among other things, municipalities must report to OPM whether the municipality (1) provides advanced notice to utility companies of impending projects on roads with utility infrastructure that could impede vehicle operation and (2) performs a final inspection and approval of the project. Utility companies must report to OPM on their experience with advance project notification from municipalities, and OPM must compile the information it receives and report it to the legislature ([PA 22-118](#), § 462, effective upon passage).

### ***High Occupancy Vehicle (HOV) Lanes and Blood Transport Vehicles***

A new law requires the Office of the State Traffic Administration to allow blood transport vehicles owned by nonprofit blood banking operations or blood collection facilities to use HOV lanes when they are transporting blood between a collection point and a hospital or storage center. Blood transport vehicles must display, as specified in the law, (1) a removable decal indicating that it is transporting blood and (2) the entity's logo ([PA 22-40](#), § 21, effective October 1, 2022).

### ***Outdoor Dining and Retail Operations***

This session, the legislature extended by 13 months, until April 30, 2023, the law that allows as-of-right outdoor dining and retail activities authorized by the governor's executive orders during the COVID-19 pandemic to continue. In doing so, the new law also extends provisions (1) allowing outdoor activities on a nonvehicular portion of a state highway right-of-way, subject to DOT-imposed conditions, and (2) requiring DOT to expedite reviewing requests to close any part of the vehicular portion of a state highway right-of-way for outdoor activities ([PA 22-1](#), § 1, effective upon passage).

## **Motor Vehicle Dealers and Repairers**

### ***Catalytic Converters***

A new law makes several changes regarding the receipt and sale of catalytic converters, including prohibiting anyone other than a motor vehicle recycler or motor vehicle repair shop from selling more than one unattached converter to a scrap metal processor, junk dealer, or junk yard owner or operator in a day. It also establishes several recordkeeping requirements and other conditions, such as affixing or writing a stock number on converters ([PA 22-43](#), effective July 1, 2022).

## ***Lights on Wreckers***

This year the legislature eliminated requirements in prior law that wreckers be equipped with two flashing yellow lights installed and mounted on the truck that span its full width and were at least eight feet above the road surface. A new law instead requires that wreckers be equipped with an unspecified number of flashing yellow lights. As under existing law, the lights must (1) continuously show in all directions, (2) be as close to the back of the cab as practicable, and (3) be used when the wrecker is towing a vehicle and at the scene of an accident or a disabled vehicle ([PA 22-44](#), § 12, effective October 1, 2022).

## ***Surety Bonds and Background Checks***

This session the General Assembly increased the surety bond amounts for applicants of certain business licenses as follows: (1) repairer's licenses from \$5,000 to \$25,000; (2) limited repairer's licenses from \$5,000 to \$10,000; (3) new or used car dealer's licenses from \$50,000 to \$60,000; and (4) leasing or rental licenses from \$10,000 to \$15,000.

By law, applicants for a dealer or repairer license must also submit to state and national criminal history records checks (CGS § 14-52a). The new law requires that these background checks be based upon fingerprint data that the applicant must provide instead of the applicant's name and date of birth, as under prior law ([PA 22-44](#), §§ 2 & 3, effective July 1, 2022).

## ***Vehicle Identification Number (VIN) Etching***

Beginning July 1, 2022, a new law allows, rather than requires, new and used car dealers and lessors to offer the purchaser or lessee of a new or used motor vehicle the optional service of etching the complete VIN on the lower corner of the vehicle's windshield and on each of its side and rear windows so long as the service was separately charged on the vehicle's sale order. The new law prohibits etching the VIN on any vehicle in their inventory prior to its sale or lease without the written consent of the vehicle's purchaser or lessee. The act also requires, rather than allows, the DMV commissioner to adopt implementing regulations, which may provide specified etching standards ([PA 22-44](#), § 14, effective July 1, 2022).

## ***Vehicle Storage Agreements and Towing***

A new law prohibits wrecker operators from requiring owners of damaged vehicles to sign a contract for storage as a part of the towing consideration. Existing law also prohibits wrecker operators from requiring vehicle owners to sign (1) a repair contract as part of the towing consideration or (2) a repair order or authorization to estimate repairs until the tow job is complete. The act further specifies that these prohibitions do not bar a damaged vehicle's owner and a

wrecker operator from entering into repair or storage agreements after the tow job is complete ([PA 22-141](#), effective October 1, 2022).

## **Public Transportation**

### ***Microtransit Pilot Program***

New legislation requires the DOT commissioner to establish a two-year pilot program to test microtransit services in the state, including in rural areas not currently served by public transportation. Under the new law, “microtransit” is transportation by a multi-passenger vehicle that uses a digital network or software application to offer fixed or dynamically allocated routes and schedules in response to individual or aggregate consumer demand. By January 1, 2025, the DOT commissioner must report to the Transportation Committee on the pilot program’s implementation and any recommendations for future use of these services ([PA 22-40](#), § 23, effective upon passage).

### ***Transit District Funding***

Under a new law, beginning in FY 25, the DOT commissioner must freeze funding at the FY 24 level for transit districts in urbanized areas (i.e., one with a population of at least 50,000 people and defined and designated in the most recent decennial census as an “urbanized area” by the U.S. Secretary of Commerce). But the commissioner must also (1) establish a grant program, starting in FY 25, to help these districts maintain and expand transit services, provide regional services, and upgrade equipment and facilities and (2) prioritize the issuance of these grants to districts formed by a municipality with a population at least 100,000 or with member municipalities having a combined population of at least 100,000 ([PA 22-40](#), § 26, effective July 1, 2022).

### ***Transit Mobile Application***

Starting October 1, 2023, a new law requires DOT to develop and maintain a mobile application (“app”) to (1) integrate real-time information on transit services provided by transit districts and (2) provide trip planning services to the public. Each district must provide real-time information about its services, including the schedule, routes, trips, and location of the transit services in the way the DOT commissioner prescribes ([PA 22-40](#), § 27, effective upon passage).

## School Buses

### *Zero-Emission School Buses*

New legislation contains several provisions intended to facilitate the transition to zero-emission school buses, including the following:

1. allowing boards of education to enter into school transportation contracts for up to 10-year terms if the contract includes providing transportation by at least one zero-emission bus (the law generally limits these contracts to five-year terms);
2. requiring that all school buses be zero-emission by (a) January 1, 2030, in school districts entirely within, or that contain, an environmental justice community as of July 1, 2022 and (b) January 1, 2040, in the remaining districts;
3. requiring DEEP to establish and administer a grant program to provide matching funds necessary for municipalities, school districts, and school bus operators to submit federal grant applications and maximize federal funding for lease zero-emission school buses and EV charging or fueling infrastructure; and
4. requires DEEP to provide administrative and technical assistance to the above-listed entities when applying for grants ([PA 22-25](#), §§ 12 & 13, effective July 1, 2022, except that the school bus contract provision is effective October 1, 2022).

The bond act also authorizes an additional \$20 million in bonds to fund the school bus matching grant program ([PA 22-118](#), § 318, effective July 1, 2022).

## Traffic Safety

### *Crosswalks*

A new law generally prohibits drivers from parking within 25 feet of a mid-block crosswalk, but grandfathers in parking spaces established on or before October 1, 2022. The law also expanded an existing exemption to allow parking within 10 feet of any intersection with a curb extension treatment ([PA 22-40](#), § 1, effective October 1, 2022).

### *Driving Under the Influence (DUI) Changes*

A new law expands the types of “motor vehicles” covered by the administrative per se statute to include a snowmobile or all-terrain vehicle, consistent with the criminal laws governing driving under the influence. It also allows DMV to send, with the driver’s written consent, notice of an administrative hearing decision by personal delivery (e.g., e-mail) rather than by certified mail ([PA 22-44](#), § 8, effective July 1, 2022).

The legislature also made the following minor changes to DUI- and impaired boating-related laws:

1. eliminating a provision authorizing police officers to test a passenger for impairment based on cannabis odor if the officer reasonably suspects that the passenger is violating DUI laws (they can still test the driver on this suspicion);
2. adding impaired boating to the list of offenses excluded from participation on the accelerated rehabilitation diversionary program; and
3. specifying that drug influence evaluations do not need to start within two hours after the suspect last drove ([PA 22-40](#), §§ 12-14, effective July 1, 2022).

### ***Motor Vehicle Accident Report Form Task Force***

New legislation creates a 13-member task force to examine the uniform motor vehicle accident report form and consider changes to address issues such as its length and the time investigators need to complete it. The task force must submit a report with its findings and recommendations to the Public Safety and Security Committee by January 1, 2023 ([SA 22-7](#), effective upon passage).

### ***Speed Limits During Weather Events or Emergencies***

Under a new law, DOT may modify speed limits during weather events or emergencies, as long as there are electronic signs indicating the speed limit ([PA 22-40](#), §§ 2 & 3, effective October 1, 2022).

### ***Traffic Incident Management Training & Drone Use***

Beginning October 1, 2023, a new law requires police basic or review training programs to include a traffic incident management (TIM) training curriculum developed by the Police Officer Standards and Training (POST) Council. This requirement applies to training conducted or administered by POST, the Division of State Police within the Department of Emergency Services and Public Protection (DESPP), and municipal police departments. By October 1, 2022, the act also requires the DESPP commissioner to develop and submit a plan to relevant legislative committees, including recommended funding, to expand the use of drones for investigating vehicle accidents and other traffic incidents ([PA 22-132](#), effective upon passage).

## **Transportation Funding and Finance**

### ***Clean Air Act (CAA) Fee Reporting***

Starting by January 1, 2023, a new law requires the OPM secretary to annually report to the Appropriations, Environment, and Transportation committees on (1) the amount of CAA fee revenue collected in the prior fiscal year and (2) state funds spent during the prior fiscal year on



implementing the federal CAA, improving air quality, and reducing transportation sector GHG emissions ([PA 22-25](#), § 9, effective July 1, 2022).

### ***Gas Tax Suspension and Free Bus Rides***

In response to rising gas prices, the legislature (1) suspended the 25-cent-per-gallon motor vehicle fuels tax on gasoline and gasohol until June 30, 2022, and (2) allocated funding to the Department of Transportation to provide free public bus transportation services through the end of the fiscal year ([SA 22-2](#), effective April 1, 2022). The budget act extended the gas tax suspension and allocated additional funding to provide free bus service through November 30, 2022 ([PA 22-118](#), §§ 10 & 431, effective upon passage).

### ***Green Bank C-PACE Program***

A new law expands the types of projects that the Connecticut Green Bank's Commercial Property Assessed Clean Energy Program (C-PACE) may finance to include installing zero-emission vehicle refueling infrastructure and resilience improvements on qualifying commercial real property. Generally, C-PACE secures financing from third-party capital providers for certain energy improvement projects and the property owner repays the costs through an assessment on the property, backed by a lien, in participating municipalities ([PA 22-6](#), effective October 1, 2022).

### ***Recreational Trail Funding***

The act adjusting and implementing the FY 23 state budget authorizes up to \$3 million in bonding for DEEP to use for the bikeway, pedestrian walkway, recreational trail, and greenway grant program ([PA 22-118](#), § 339, effective July 1, 2022).

### ***Town Aid Road (TAR) Reporting***

Starting by September 1, 2022, a new law requires each town or district that received TAR funds to annually report to the transportation commissioner on how much TAR funding the town or district spent on each of the permitted uses of TAR funds (e.g., highway construction, reconstruction, improvement, or maintenance) ([PA 22-118](#), § 461, effective July 1, 2022).

## **Trucking**

### ***Commercial Driver's License (CDL) Test for Incarcerated People***

A new law requires Department of Correction (DOC) and the DMV to take certain actions to make the CDL knowledge test available to incarcerated people who are (1) reentering the community within six months and (2) not disqualified from driving a commercial vehicle. By January 1, 2023,

the DOC commissioner must make space and technology available for test preparation and for test administration, and the DMV commissioner must assign personnel and other resources to administer the test in writing or electronically at DOC facilities ([PA 22-10](#), effective October 1, 2022).

### ***CDL Training Program***

A new law requires the Office of Workforce Strategy (OWS), by January 1, 2023, to design a program to support individuals pursuing CDL training, including using income share agreements or similar arrangements, according to the law's specifications. It requires OWS to market the program to specific populations, including those who are underserved, disadvantaged, un- or underemployed, formerly incarcerated, or veterans. It also establishes a Connecticut Career Accelerator Program Advisory Committee to examine innovative models supporting individuals pursuing CDL training and recommend ways to align this program with those models ([PA 22-118](#), §§ 466 & 467, effective upon passage).

### ***Medium- and Heavy-Duty Truck Emissions***

A new law (1) authorizes the DEEP commissioner to adopt regulations implementing California's medium- and heavy-duty motor vehicle standards in Connecticut and (2) establishes a DEEP-administered voucher program to support the use of medium-and heavy-duty vehicles, funded through the CHEAPR account ([PA 22-25](#), §§ 7, 14 & 15, effective, July 1, 2022, except that the voucher program is effective October 1, 2022).

### ***Oversize/Overweight Permit Fees***

This year the legislature increased the fee for electronically transmitted oversize/overweight permits from \$5 to \$12. It also imposed an additional engineering analysis fee on vehicles and trailers or commercial combination vehicles that exceed a permit weight of 200,000 pounds (known as "superloads"). The fee amount is \$2 per thousand pounds, or fraction thereof, over 200,000 pounds ([PA 22-40](#), § 11, effective July 1, 2022).

### ***Truck Platooning***

A new law establishes conditions under which certain vehicles may operate in a "platoon" (i.e., two or three commercial motor vehicles or buses (other than school buses) traveling in a unified manner at electronically coordinated speeds and at following distances closer than would be reasonable and prudent without the coordination). These conditions include (1) filing a platoon operations plan with DOT for approval and (2) displaying a department-issued mark on the vehicles while they are operating in a platoon ([PA 22-40](#), § 15, effective July 1, 2022).

## **Miscellaneous**

### ***Car Theft Penalties***

This session, the legislature established a new penalty structure for larceny of a motor vehicle. The act provides for graduated penalties based on whether the person has prior convictions for this crime, rather than based on the vehicle's value as under prior law. These changes result in a lower penalty for a first offense than under prior law; the penalty for subsequent offenses may differ from prior law, depending on the vehicle's value ([PA 22-115](#), § 13, effective October 1, 2022).

### ***Statewide Decibel Level Testing Program***

By January 1, 2023, under a new law, the DMV commissioner must submit to the Transportation, Appropriations, and Finance, Revenue, and Bonding committees (1) an implementation plan for a statewide decibel level testing program at official emissions inspection stations for motor vehicles and motorcycles and (2) any recommendations for legislation and funding necessary for implementation. By January 1, 2024, the act requires the commissioner to amend current regulations setting maximum vehicle decibel levels and related testing procedures, with the advice of the DEEP commissioner, to reflect industry standards and technology advancements and submit them to the Regulation Review Committee ([PA 22-44](#), §§ 18 & 19, effective July 1, 2022).

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