



Agency Legislative Proposal – 2025 Session

Document Name: CT DOT Agency Bill

Document Name	DOT - CTDOT Agency Bill
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Division Requesting This Proposal	Various Units
Drafter	Philip Mainiero/Various

Title of Proposal	AAC – The Recommendations of the Department of Transportation
Statutory Reference, if any	Sec 1 13a-255, Sec 2, 14, & 15 13a-13a-260, Section 2 of PA 17-69, 14-300, Sec 3 14-300a, Sec 4 14-299, Sec 5 14-251, Sec 6 13a-124a, Sec 7,8,9 13a-98e, 13a-98i, 13a-98m, Sec 10 13a-60, Sec 11 13b-244, Sec 12 13b-36(b), Sec 13 7-273l, Sec 17 13b-79y
Brief Summary and Statement of Purpose	This proposal includes various revisions to transportation related statutes to all CTDOT to improve on agency functions and performance.

SECTION-BY-SECTION SUMMARY



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Summarize sections in groups where appropriate

Section 1- Allow for the adoption of new data referencing systems for geospatially accurate data. CGS 13a-255 empowers the State Surveyor within the CTDOT to define what our "Connecticut Coordinate System" is for mapping and data collection, originally it was a system developed in 1927, then a new one in 1983, then a revision in 2011. The DOT establishes what system to use, and there is a new datum coming from the NGS the agency will adopt. This adjusting language will reflect new data referencing systems for geospatially accurate data.

Sections 2, 14, & 15 – Repeals an existing statute regarding an autonomous vehicle pilot program that was never enacted and instead permits the CTDOT to establish an alternative pilot program for autonomous vehicle testers to test such vehicles and associated technology on state highways.

Sections 3 & 16 – Eliminates the unnecessary requirement that special crosswalk markings be provided near schools and eldering housing. For decades, CTDOT and most municipalities use high visibility crosswalk markings (longitudinal bars verses transverse lines) for all crosswalks regardless of the type of pedestrian crossing the road.

Section 4- Allow the use of Light Rail Transit (LRT) signals and specifies that such signals can be used for Bus Rapid Transit (as is permitted by the Manual on Uniform Traffic Control Devices). This change is in anticipation of the eventual implementation of the Move New Haven Bus Rapid Transit system.

Section 5- Update the required distances for parked vehicles in relation to marked crosswalks.

Brings the state statute into compliance with the MUTCD and UVC (Uniform Vehicle Code).

Section 6- Updates highway service sign statutes to permit inclusion of EV charging and other terms permitted by the MUTCD.



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Sections 7, 8 & 9 – Allows DOT to enter into agreements with municipalities regarding federal surface transportation urban program funds. This proposal seeks to add authority to enter into agreements with local officials when a municipality is the direct recipient of the funding, and they request DOT assistance. In addition, it seeks to update the Federal surface transportation funding program reference. Makes additional clarifying changes.

Sections 10 & 11 – Statute grants the commissioner or his agent authority to enter upon private property for the purpose of conducting surveys, inspections or geological investigations for the location, relocation, construction or reconstruction of any proposed or existing highway. This proposal would amend that authority to include rail facilities.

Section 12 – Clarifies the commissioner’s authority to issue entry permits for non-exclusive, short-term access of the state-owned railroad right-of-way or property that support railroad operations.

This provides a service delivery improvement, as entry permits of a standard form can be issued quickly to those seeking entry, such as a utility company, for short-term, non-exclusive permission to come onto the rail right of way, which is standard operating procedures for railroads.

Section 13 – Remove language that flat funds transit districts at SFY 2024 levels and that prioritizes grant awards to transit districts with a population of one hundred thousand or more. The cost of operating transit services is impacted by the cost of fuel, the cost of labor, fringe benefits and other costs that are outside of the control of the transit districts. These costs have been increasing rapidly since the pandemic. By holding urban transit districts to their SFY 2024 levels, this will effectively require transit districts to reduce services to the public.

Section 17– Repealed unnecessary report requirement.



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BACKGROUND

Origin of Proposal New Proposal Resubmission

None of these proposals are resubmissions.

Please consider the following, if applicable:

Have there been changes in federal/state laws or regulations that make this legislation necessary?	Section 1: In 2022, the U.S. National Geodetic Survey, as part of its reference system modernization, will replaced its North American Datum of 1983 (NAD83) with a new North American Terrestrial Reference Frame (NATRF2022).
Has this proposal or a similar proposal been implemented in other states? If yes, to what result?	<p>Section 4- Yes, there numerous jurisdictions utilize LRT signals including Providence, RI; Richmond, VA and Denver, CO.</p> <p>Section 6- Other states will likely include EV Charging as a Specific Service Sign category now that it is allowed by the Federal guidelines established in the MUTCD.</p> <p>Section 8- <ol style="list-style-type: none"> California California Streets and Highways Code § 8670: Grants authority for Caltrans to enter private property for surveys and studies. California Public Utilities Code § 309.7: Provides the CPUC authority to regulate railroads, which may involve entry onto private property. </p>



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	<p>2. Texas</p> <p>Texas Transportation Code § 201.103: Grants TxDOT the authority to enter private property for survey and inspection purposes.</p> <p>Texas Natural Resources Code § 91.052: Gives the Texas Railroad Commission the right to inspect railroad properties, including entry onto private land.</p> <p>3. New York</p> <p>New York Eminent Domain Procedure Law § 404: Grants NYSDOT the right to enter private property for surveying and inspection.</p> <p>New York Public Service Law § 16: Provides the Public Service Commission the authority to inspect railroad properties, including entering private land.</p> <p>4. Illinois</p> <p>Illinois Compiled Statutes (605 ILCS 5/4-511): Grants IDOT the authority to enter private property for transportation-related surveys.</p> <p>Illinois Public Utilities Act (220 ILCS 5/18-801): Provides the Illinois Commerce Commission the authority to regulate railroads, including property inspections.</p> <p>5. Florida</p> <p>Florida Statutes § 337.27: Grants FDOT the authority to enter private property for surveys and environmental assessments.</p> <p>Florida Statutes § 350.127: Provides the Florida Public Service Commission with the authority to inspect railroad properties, including entering private land.</p> <p>6. Pennsylvania</p> <p>Pennsylvania Statutes Title 36, § 670-220: Grants PennDOT the right to enter private property for surveying and inspection purposes.</p> <p>Pennsylvania Consolidated Statutes Title 66, § 1501: Provides the Pennsylvania Public Utility Commission</p>
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	with the authority to inspect and regulate railroads, which may involve entering private property.
Have certain constituencies called for this proposal?	

INTERAGENCY IMPACT

List each affected agency. Copy the table as needed.

Check here if this proposal does NOT impact other agencies

Agency Contact (name, title)	OPM (Gareth Bye, General Counsel)
Date Contacted	10/2/24
Status	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Talks Ongoing
Open Issues, if any	Discussions re: Section 12

FISCAL IMPACT

Include the section number(s) responsible for the fiscal impact and the anticipated impact

Check here if this proposal does NOT have a fiscal impact

State	
Municipal (Include any municipal mandate that can be found within legislation)	Section 13, Transit District Funding- Funding will be re-allocated and could differ from years past under this proposal.



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Federal	
Additional notes	

MONITORING & EVALUATION PLAN

If applicable, please describe the anticipated measurable outcomes and the data that will be used to track those outcomes. Include the section number(s) responsible for those outcomes

[X] Check here if this proposal does NOT lead to any measurable outcomes

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ANYTHING ELSE WE SHOULD KNOW?



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INSERT FULLY DRAFTED BILL HERE

Section 1: Section 13a-255 of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

(a) Definitions. (1) "NSRS" is defined as the National Spatial Reference System or its successor.

(2) "Metadata" is defined as data that describes other data. For the purposes of this section, metadata means geodetic reference system utilized, applicable epoch, statement of relative accuracy, and date of observation at a minimum. Additional data should be included if it adds clarity.

(3) "NGS" is defined as the National Geodetic Survey, an agency of the National Oceanic and Atmospheric Administration within the United States Department of Commerce, or its successor.

(4) "CPCS" is defined as the Connecticut Plane Coordinate System, the system of plane coordinates under this section that is identical to the state plane coordinate system as defined for the state of Connecticut by NGS.

[(a) (b) Designation of plane coordinate system and geodetic datums. [Publication of descriptions.] The most recent [systems] system of plane coordinates, which [have] has been established by the NGS [created by the National Ocean Service, formerly the United States Coast and Geodetic Survey or its successors, or the Connecticut Geodetic Survey] based on the NSRS, for purposes of defining and stating the geographic positions or locations of points in relation to the surface of the earth within the state of Connecticut shall [hereafter be known and designated as the Connecticut Coordinate System of 1927 and the Connecticut Coordinate System of 1983.] be known as the Connecticut Plane Coordinate System. [In any land description in which such system is used, it shall be designated the "Connecticut Coordinate System of 1927" or the "Connecticut Coordinate System of 1983", whichever is applicable. A detailed description of each system shall be published by the Commissioner of Transportation.] The official geodetic datums to which geodetic coordinates are referenced within the state of Connecticut including, but not



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limited to, latitude, longitude, ellipsoid height, orthometric height, or dynamic height shall be as defined within the NSRS.

[(b)] (c) Maintenance. [Said systems shall be designated as the Connecticut coordinate systems, and said commissioner shall be responsible for their extension, revision and maintenance.] The detailed description of the CPCS by the NGS shall be adopted and maintained by the Commissioner of Transportation or their agent. Additional systems may be published by the Commissioner of Transportation or their agent.

[(c)] (d) Use [Definitions]. [The following definition by the National Ocean Service is adopted:] The plane [coordinate values] coordinates [for] of a point [on] in relation to the earth's surface, to be used [to express] for expressing the geographic position or location of [such] the point in the appropriate zone (if applicable) of the CPCS, shall consist of two distances expressed in[:] meters and decimals of a meter, or international feet and decimals of an international foot. One of these distances, to be known as the ["N-coordinate"] "northing or y -coordinate", shall give the [position in a north and south direction] grid distance north of the x -axis of the system origin; the other, to be known as the ["E-coordinate"] "easting or x -coordinate", shall give the [position in an east and west direction] grid distance east of the y -axis of the system origin. The x -axis of any zone shall be at right angles to the central meridian of that zone. The y -axis of any zone shall be parallel with the central meridian of that zone. The x -axis shall be perpendicular to the y -axis. [These coordinates shall be made to depend upon and conform to plane rectangular coordinate values for the monumented points of the North American Horizontal Geodetic Control Network as published by the National Geodetic Survey created by the National Ocean Service, formerly the United States Coast and Geodetic Survey, or its successors, and whose plane coordinates have been computed on the systems defined in this section.] When applicable, height shall be the coordinate value of the vertical elements of the NSRS expressed as international feet or meters and identified as an ellipsoid height or an orthometric height. The international foot, typically referred to as the foot, shall be used to express all foot distances and coordinates. A definition of one (1) international foot equals 0.3048 meter exactly must be used. Other units may be used in previous or additional coordinate systems as published by the Commissioner of Transportation.

[(1)] "The Connecticut Coordinate System of 1927" is defined as follows: A Lambert conformal conic projection of the Clarke spheroid of 1866, having standard parallels at



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north latitudes 41 degrees 52 minutes and 41 degrees 12 minutes along which parallels the scale shall be exact. The origin of coordinates is at the intersection of the meridian 72 degrees 45 minutes west of Greenwich and the parallel 40 degrees 50 minutes north latitude. This origin is given the coordinates: X=600,000 and Y=0 feet.]

[(2) “The Connecticut Coordinate System of 1983” is defined as follows: A Lambert conformal conic projection of the North American datum of 1983, having standard parallels at north latitudes 41 degrees 52 minutes and 41 degrees 12 minutes along which parallels the scale shall be exact. The origin of coordinates is at the intersection of the meridian 72 degrees 45 minutes west of Greenwich and the parallel 40 degrees 50 minutes north latitude. This origin is given the coordinates: N=500,000 feet and E=1,000,000 feet.]

[(d)] (e) Use of names. The use of the term “Connecticut Plane Coordinate System” [“Connecticut Coordinate System of 1927”], or “the Connecticut Coordinate System of 1983” on any map, report of survey, or other document shall be limited to coordinates based on the CPCS [Connecticut coordinate systems] as defined in subsection (b)[(c)].

[(e)] (f) Description. For the purposes of describing the location of any survey station or land boundary corner in the state of Connecticut, it shall be considered a complete, legal and satisfactory description of such location to give the position of said survey station or land boundary corner on the system of plane coordinates, with a height if applicable, as defined in this section. The method and source for establishing coordinates shall be described in the land or deed record. In all instances where reference has been made to coordinates in land surveys or deeds, a statement of the metadata of observations shall be included in the record.

[(f)] (g) Interpretation. Nothing contained in this section shall require descriptions of real estate to be based only on [either of the Connecticut coordinate systems] CPCS.

[(g)] (h) Entry upon private property. Said commissioner or [his] their agent may enter upon private property for the purpose of surveying, establishing, or maintaining the survey. They [He] shall use care so that no unnecessary damage shall result to any private property, and the state shall be liable to the owner of such property for any damage so caused.

[(h)] (i) [Final date for use of 1927 system] Transition dates and use. [The Connecticut Coordinating System of 1927 shall not be used for new mapping after December 31, 1996;



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the Connecticut Coordinate System of 1983 shall be the sole system for new mapping after said date.] After the official NGS release or authorizes any subsequent updates to the Connecticut Plane Coordinate System, and upon the approval of its use or update by the Commissioner of Transportation or their agent, new State of Connecticut mapping projects shall be based on said system’s current realization unless a different system is determined to be necessary. Mapping coordinates based on the CPCS shall include a statement as to their basis in the metadata. Mapping based on a different system shall contain projection information and a clear statement of purpose regarding the decision to use said system, in the metadata. Where feasible, mapping projects based on different systems should also be made available in CPCS provided this does not create undue hardship or burden on the project creator. The provisions of this section shall not be construed to prohibit the appropriate use of other datums, geodetic reference frames, or plane coordinate systems, nor shall it require the revision of any survey, mapping project, deed, record, or other document prepared or recorded that utilizes any other coordinate system previously authorized under this section.

Section 2: (NEW) *(Effective from passage):*

(a) The Department of Transportation may establish a pilot program to allow autonomous vehicle testers to test autonomous vehicles and associated technology on state highways, as defined in section 13a-1(4) of the general statutes.

(b) Eligible entities shall apply to the Commissioner of the Department of Transportation in the manner and form directed by the commissioner for inclusion in the pilot program.

(c) Prior to implementation of the pilot program, the Commissioner of the Department of Transportation shall consult with the Commissioners of the Departments of Motor vehicles and Emergency Services and Public Protection to ensure the safe enactment and operation of the pilot program.

(d) An autonomous vehicle tester shall not test an autonomous vehicle unless: The operator and autonomous vehicle tester: (1) comply with standards established by the National Highway Traffic Safety Administration regarding autonomous vehicles; and (2) satisfy any other requirement as determined by the Commissioner of Transportation as



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necessary to ensure the safe operation of such autonomous vehicle.

Section 3: Subsection (a) of section 14-300 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1st, 2025*):

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

Section 4: Section 14-299 of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

(a) For the purpose of standardization and uniformity, no installation of 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 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, said lights shall apply to drivers of vehicles and pedestrians and shall indicate the following:



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

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

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

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

(5) Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't



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Walk” are in place such signals shall indicate as follows: “Walk”: Pedestrians facing such signals may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles; “Don't Walk”: No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the “Don't Walk” signal is showing.

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

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

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

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

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

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



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indicating where the stop shall be made, but in the absence of any sign or marking the stop shall be made at the signal.

(g) For the purposes of this subsection “Light Rail Transit Signals” shall have the same meaning as set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration under 23 CFR 655, Subpart F, as amended, and shall include Bus Rapid Transit Signals. Whenever Light Rail Transit Signals with multiple lens exhibiting horizontal, vertical, diagonal lines are in place, such lights shall apply to operators of Light Rail Transit and Bus Rapid Transit and indicate as follows:

(1) White vertical line or diagonal line: Light Rail Transit and Bus Rapid Transit facing a white vertical or diagonal signal may proceed straight, left, or right.

(2) White horizontal line: Light Rail Transit and Bus Rapid Transit facing a white horizontal signal shall stop.

(3) Flashing white vertical line or diagonal line: Light Rail Transit and Bus Rapid Transit facing a flashing white vertical or diagonal signal shall prepare to stop.

Section 5: Section 14-251 of the general statues is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

(a) No vehicle shall be permitted to remain stationary within ten feet of any fire hydrant, or upon the traveled portion of any highway except upon the right-hand side of such highway in the direction in which such vehicle is headed; and, if such highway is curbed, such vehicle shall be so placed that its right-hand wheels, when stationary, shall, when safety will permit, be within a distance of twelve inches from the curb, except if a bikeway, as defined in section [13a-153f](#), or such bikeway's buffer area, as described in the federal Manual on Uniform Traffic Control Devices, is in place between the parking lane and the curb, such vehicle shall be so placed that its right-hand wheels, when stationary, shall, when safety will permit, be within a distance of twelve inches from the edge of such bikeway or buffer area.

(b) No vehicle shall be permitted to remain parked within **[twenty-five]** ~~thirty~~ feet of an intersection or an approach to a marked crosswalk, except (1) within **[ten]** ~~twenty~~ feet



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of such intersection or marked crosswalk if such intersection or marked crosswalk has a curb extension treatment with a width equal to or greater than the width of the parking lane, or (2) if there is an available parking space that was established on or before October 1, 2022. No vehicle shall be permitted to remain parked within [twenty-five] ~~thirty~~ feet of a stop sign or yield sign caused to be erected by the traffic authority in accordance with the provisions of section 301. ~~],except where permitted by the traffic authority of the city of New Haven at the intersection of one-way streets located in and comprised entirely of highways under the jurisdiction of the city of New Haven.]~~

(c) No vehicle shall be permitted to remain stationary upon the traveled portion of any highway at any curve or turn or at the top of any grade where a clear view of such vehicle may not be had from a distance of at least one hundred fifty feet in either direction. The Commissioner of Transportation may post signs upon any highway at any place where the keeping of a vehicle stationary is dangerous to traffic, and the keeping of any vehicle stationary contrary to the directions of such signs shall be a violation of this section. No vehicle shall be permitted to remain stationary upon the traveled portion of any highway within fifty feet of the point where another vehicle, which had previously stopped, continues to remain stationary on the opposite side of the traveled portion of the same highway. No vehicle shall be permitted to remain stationary within the limits of a public highway in such a manner as to constitute a traffic hazard or obstruct the free movement of traffic thereon, provided a vehicle which has become disabled to such an extent that it is impossible or impracticable to remove it may be permitted to so remain for a reasonable time for the purpose of making repairs thereto or of obtaining sufficient assistance to remove it.

(d) Nothing in this section shall be construed to apply to emergency vehicles and to maintenance vehicles displaying flashing lights or to prohibit a vehicle from stopping, or being held stationary by any officer, in an emergency to avoid accident or to give a right-of-way to any vehicle or pedestrian as provided in this chapter, or from stopping on any highway within the limits of an incorporated city, town or borough where the parking of vehicles is regulated by local ordinances.

(e) Violation of any provision of this section shall be an infraction.

Section 6: Subsection (a) of section 13a-124a of the general statutes is repealed and the



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following substituted in lieu thereof (*Effective July 1st, 2025*):

(a) As used in this section, “specific service sign” means a rectangular sign with the word GAS, [EV CHARGING](#), FOOD, LODGING, CAMPING or ATTRACTION, [or any words permitted set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration under 23 CFR 655, Subpart F, as amended](#) and exit directional information pertaining to the designated motorist service placed on the sign and upon which is mounted separately attached business sign panels showing the brand, symbol, trademark or name, or any combination of these, for the designated service available on a crossroad at or near an interchange or intersection.

Section 7: Subsection (a) of section 13a-98i of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

(a) The commissioner may enter into agreements for the acceptance and expenditure of funds concerning federal surface transportation urban program roadways or facilities and eligible federal surface transportation rural collector roadways or facilities with the United States Secretary of Transportation or local officials, or both, to develop plans and establish programs for, and construct improvements on or to such roadways or facilities using appropriations made to the Department of Transportation by the General Assembly and apportionments to the Department of Transportation [or a municipality](#) by said Secretary of Transportation under the provisions of [\[the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\), all amendments thereto\]](#) [the current federal surface transportation funding bill](#) and all applicable federal regulations. Any municipality becoming a party to an agreement concerning such improvements on locally maintained roadways or facilities shall pay fifty per cent of that portion of the cost thereof, which is not paid by the federal government, including required studies, establishing programs, development of plans, engineering expenses, acquisition of rights-of-way, required municipally-owned utility work and construction activities, provided the municipality may pay up to the entire nonfederal government share on locally maintained roadways or facilities when the commissioner and municipality agree that this action is warranted, necessary and desirable in order to obtain federal funds. The state may pay fifty per cent of that portion of the cost thereof which is not paid by the federal government on locally maintained roadways or facilities



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and shall pay the entire portion not paid by the federal government on state maintained roadways or facilities.

Section 8: Section 13a-98e of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1, 2025*):

The commissioner may acquire by purchase, gift or condemnation in the name of the state such real property [for any federal surface transportation urban program roadway or facility](#), or rights of access to and egress from land abutting any federal surface transportation urban program roadway or facility as is necessary to construct and maintain the improvements to any such roadway or facility in the same manner and with like powers as authorized and exercised by said commissioner in acquiring real property or rights of access to and egress from land abutting state highways for highway purposes.

Section 9: Section 13a-98m of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

As used in sections 13a-98e, 13a-98f and 13a-98i to 13a-98k, inclusive, “federal surface transportation urban program roadway or facility” means any state or locally maintained roadway or facility that is deemed eligible for surface transportation urban program funding in accordance with the [\[Transportation Equity Act for the 21st Century, all amendments to said act\]](#) [current federal surface transportation bill](#) and all applicable federal regulations.

Section 10: Section 13a-60 of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

The commissioner or his agent may enter upon private property for the purpose of conducting surveys, inspections or geological investigations for the location, relocation, construction or reconstruction of any proposed or existing highway [or railroad facilities](#). After giving reasonable notice to the property owner or owners affected, he or his agent may also enter private property for the purpose of performing borings, soundings or



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other tests required to accomplish any of the foregoing objectives with respect to such highways [or railroad facilities](#). He shall use care so that no unnecessary damage shall result, and the state shall pay damages to the owner of any property from appropriations made to the Department of Transportation for any damage or injury he causes such owner by such entrance and use. If entry to any property for the purpose of performing borings, soundings or other tests is refused to the commissioner or his agent after he has given reasonable notice to the owner or owners thereof, the commissioner shall assess damages in the manner provided by statute for the taking of land for highway purposes, and, at any time after such assessment has been made by said commissioner, may enter said property for the purpose of performing borings, soundings or other tests. If the owner accepts such assessment of damages, he shall notify the commissioner in writing, and said commissioner shall pay such sum to said owner within thirty days or, after the expiration of said thirty days, shall pay such sum with interest at six per cent. If the owner is aggrieved by such assessment, he shall notify the commissioner in writing and may appeal to any court within its jurisdiction for a reassessment of such damages within six months from the date said commissioner forwarded such assessment to such owner. This section shall not limit or modify rights of entry upon property otherwise provided for by law.

Section 11: Section 13b-244. of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

Each railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; each railroad company [and the Commissioner of Transportation](#) may by its agents enter such places as may be designated by its directors for the purpose of making surveys and determining the line whereon to construct its railroad and may construct, equip and maintain a railroad, with one or more tracks, over the route specified in its charter and transport persons or property thereon by any power.

Section 12: Subsection (b) of section 13b-36 of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):



Agency Legislative Proposal – 2025 Session

Document Name: CT DOT Agency Bill

(b) The commissioner may sell, lease, convey or enter into any other arrangement for the use of such property for the operation of transportation services, or for such other purposes as the commissioner determines to be consistent with the best interests of the state. With respect to such state-owned property that supports rail operations, including, without limitation, any rail right-of-way, the commissioner may issue an entry permit on a form required by the commissioner, to any person seeking nonexclusive, temporary access to such property. Such permit shall specify the insurance coverage that the permittee shall be required to obtain, as determined by the commissioner in consultation with the state’s Director of Insurance and Risk Management, with the state named as an additional insured. No liability shall accrue to the state or any agency or employee of the state for any injuries or damages to any person or property that may result, either directly or indirectly, from the activities of the permittee on such property.

Section 13. Subsections (c) and (d) of Section 7-273l of the general statutes are repealed. *(Effective July 1st, 2025)*

Section 14: Section 13a-260 of the general statutes is repealed. *(Effective July 1st, 2025)*

Section 15: Section 2 of public act 17-69 is repealed. *(Effective July 1st, 2025)*

Section 16: Section 14-300a of the general statutes is repealed *(Effective July 1st, 2025)*

Section 17: Section 13b-79y of the Connecticut General statutes is repealed. *(Effective upon passage)*



Agency Legislative Proposal – 2025 Session

Document Name: Transportation Worker Safety

Document Name	DOT - Transportation Worker Safety
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Legislative Liaison	Phil Mainiero Phone: 959-867-8750 E-mail: philip.mainiero@ct.gov
Division Requesting This Proposal	Office of the Commissioner
Drafter	Philip Mainiero

Title of Proposal	AAC Transportation Worker Safety
Statutory Reference, if any	Sec 3 14-212d, 14-283b, Sec 4 14-222, Sec 5 14-296aa, Sec 6 14-283b, Sec 7 14-212d
Brief Summary and Statement of Purpose	This proposal aims to protect Connecticut’s highway workers and emergency response personnel by creating a new work zone and roadside vehicle safety course, increasing penalties for those who drive dangerously in work zones and violations of Connecticut’s “Slow Down, Move Over” statute. This proposal also memorializes recently fallen Connecticut state employees.



Agency Legislative Proposal – 2025 Session

Document Name: Transportation Worker Safety

SECTION-BY-SECTION SUMMARY

Summarize sections in groups where appropriate

Section 1- Memorial Name- Andrew DiDomenico

Section 2- Memorial Name- TFC. Aaron Pelletier

Section 3- Creates a work zone and roadside vehicle safety awareness (WZRS) Driver training to increase safe operation of vehicles in work zones and near vehicles located on the shoulder of the road creates a work zone and slow-down move-over driver's education course

Section 4 -Adds operating a mobile device on a limited access highway to the enumerated conduct which constitutes reckless driving pursuant to 14-222 and (2) makes a person found guilty of reckless driving in a highway work zone, on the first offense, subject to a fine of five hundred dollars and a term of imprisonment of up to three months.

Section 5- Clarifies that a person shall not be subject to both a reckless driving charge and a use of hand-held mobile telephones charge for the same offense.

Section 6- Increases the penalties for those who violate the "Slow Down, Move Over" law to \$10,000 if such violation results in the injury of the operator of an emergency vehicle, and \$20,000 if the violation results in the death of the operator.

Section 7- Increases the penalties for the offense of endangerment of a highway worker to \$10,000 if such violation results in the injury of a highway worker, and \$20,000 if the violation results in the death of the highway worker.



Agency Legislative Proposal – 2025 Session

Document Name: Transportation Worker Safety

BACKGROUND

Origin of Proposal **New Proposal** **Resubmission**

Section 1 provisions regarding reckless driving violations for distracted driving on limited-access highways was contained in 2024 HB 5330 but was struck by amendment.

Please consider the following, if applicable:

Have there been changes in federal/state laws or regulations that make this legislation necessary?	No.
Has this proposal or a similar proposal been implemented in other states? If yes, to what result?	Section 3: Oklahoma, (Oklahoma Becomes First State to Require Work Zone Safety Course Roads and Bridges), (Oklahoma DOT Commemorates Work Zone Safety Law Progress Roads and Bridges).
Have certain constituencies called for this proposal?	Sections 1 & 2 -requested by the families and the agencies of our recently fallen state workers.



Agency Legislative Proposal – 2025 Session

Document Name: Transportation Worker Safety

INTERAGENCY IMPACT

List each affected agency. Copy the table as needed.

Check here if this proposal does NOT impact other agencies

1. Agency Name	DESPP, CSA, DMV
Agency Contact (name, title)	Nicole Lake- Chief of Staff, Nancy Chupak – Traffic Safety Resource Prosecutor, Jim Polites
Date Contacted	9/2, 9/16
Status	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Talks Ongoing
Open Issues, if any	

2. Agency Name	Department Motor Vehicles (DMV)
Agency Contact (name, title)	Jim Polites
Date Contacted	11/5/24
Status	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Talks Ongoing
Open Issues, if any	Funding for training course/instruction.



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3. Agency Name	Department Emergency services and Public Protection (DESPP)
Agency Contact (name, title)	Ashley Zane
Date Contacted	11/5/24
Status	[] Approved [X] Talks Ongoing
Open Issues, if any	

FISCAL IMPACT

Include the section number(s) responsible for the fiscal impact and the anticipated impact

[] Check here if this proposal does NOT have a fiscal impact

State	Potential increase of revenue from fines/ticketing
Municipal (Include any municipal mandate that can be found within legislation)	-
Federal	-
Additional notes	-



Agency Legislative Proposal – 2025 Session

Document Name: Transportation Worker Safety

MONITORING & EVALUATION PLAN

If applicable, please describe the anticipated measurable outcomes and the data that will be used to track those outcomes. Include the section number(s) responsible for those outcomes

[] Check here if this proposal does NOT lead to any measurable outcomes

Analysis of accident rates and ticketing rates can be undertaken by ConnDOT and UCONN

ANYTHING ELSE WE SHOULD KNOW?

This proposal is intended to protect highway workers and emergency personnel who put the lives on the line every day to keep our roadways safe. Astoundingly, it is estimated that 20% of drivers speed through work zones, and between January 1, 2020, and December 31, 2022, there were 2,566 crashes in Connecticut work zones. In the first half of 2024, 70 CTDOT vehicles were struck by motorists on our roadways. And in June, CTDOT employee Andrew DiDomenico was tragically killed when he was struck while working on the Wharton Brook Connector in Wallingford.

Reckless driving in work zones or failure to slow down and move over for emergency or highway work vehicles can be destructive and even deadly. Statutory penalties should reflect the potential serious consequences of this type of conduct.



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INSERT FULLY DRAFTED BILL HERE

Section 1: *(New)* Connecticut Special Service Road 495 from Miller Avenue southerly to the southbound Route 15 access ramp in Meriden shall be designated as the "Andrew DiDomenico Memorial Highway". *(Effective from passage):*

Section 2: *(New)* Bridge Number 01241 in Southington, carrying Jude Lane over Interstate 84 Eastbound and Westbound shall be designated as "State Trooper First Class Aaron M. Pelletier Memorial Bridge". *(Effective from passage):*

Section 3: *(New)* *(Effective October 1, 2025)*

The Department of Motor Vehicles shall require each applicant complete a program in work zone and roadside vehicle safety awareness prior to receiving their motor vehicle operator's license under Section 14-36.

The Commissioner of Motor Vehicles shall require any motor vehicle operator, who has been convicted of a violation of Section 14-283b or a violation of Section 14-212d to attend a work zone and roadside vehicle safety awareness program.

The work zone and roadside vehicle safety awareness program shall be taught by a designee of the Commissioner of Motor Vehicles or by an instructor approved by the commissioner and shall include but is not limited to: (1) review principles of safe motor vehicle operation, (2) highlight the dangers of work zones, (3) emphasize dangers of motorists committing work zone moving violations, (4) include testimonials from highway workers and their families, (5) emphasize the dangers posed by vehicles on the shoulder of the roads, (6) review proper interactions with emergency vehicles, (7) a question-and-answer examination, which must be successfully completed to ensure participants understand and retain the information presented. The work zone and roadside vehicle safety awareness program shall be offered by the Department of Motor Vehicles or by any other organization certified by the commissioner to conduct such



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program in person in a congregate setting, through distance learning or through a combination of both in-person and distance learning, provided such distance learning has interactive components such as mandatory interactions, participation or testing. Any drivers' school, as defined in section [14-68](#), that meets the licensure requirements of part IV of this chapter shall be eligible to seek certification to offer the work zone and roadside vehicle safety awareness program. The commissioner shall determine the number of program providers necessary to serve the needs of the public. Each organization or drivers' school seeking certification or recertification to conduct such a program shall submit an application to the department in such form as the commissioner shall require and an application fee of three hundred fifty dollars. Each such applicant shall: (A) Be registered to do business in this state and continuously maintain good standing with the office of the Secretary of the State; (B) file and continuously maintain a surety bond in the amount of fifty thousand dollars. Such bond shall be conditioned upon compliance with the provisions of any state or federal law or regulation concerning the conduct of an operator retraining program and provided as indemnity for any loss or expense sustained by either the state or any person by reason of any acts or omissions of the program provider. Such bond shall be executed in the name of the State of Connecticut for the benefit of any aggrieved party, but the penalty of the bond shall not be invoked except upon order of the Commissioner of Motor Vehicles after a hearing held before the commissioner in accordance with the provisions of chapter 54; (C) have a permanent place of business in this state where all work zone and roadside vehicle safety awareness program records shall be maintained and accessible to the commissioner during normal business hours; (D) submit for approval by the commissioner a detailed curriculum and lesson plan, including any changes to such curriculum and lesson plan, which shall be used in each work zone and roadside vehicle safety awareness class; and (E) electronically transmit information concerning enrollment and class completion to the commissioner at such times and in such form as the commissioner shall prescribe. Prior to the certification of an applicant, the commissioner shall investigate the applicant's character, driving history and criminal history. If the applicant is a business entity, such investigation shall include the principals and officers of such entity. The applicant shall submit to the commissioner any information pertaining to current or past criminal or civil actions. The certification of a program provider by the commissioner shall not be transferable and shall be valid for a two-year period. Recertification of a provider shall be at the discretion of the commissioner and in such form and manner determined by the commissioner.



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For the purposes of this subsection, "moving violation" means any violation of subsection (c) of section 14-36 or section 14-36g, 14-212d, 14-218a, 14-219, 14-222, 14-223, 14-230 to 14-249, inclusive, 14-279, 14-283, 14-283b, 14-289b, 14-296aa, 14-299, 14-300, 14-301, 14-302 or 14-303, and "suspension violation" means a violation of section 14-222a or 14-224, subsection (a) of section 14-227a, or section 53a-56b, 53a-57 or 53a-60d. Any person who is required to attend a work zone and roadside vehicle safety awareness program shall have such requirement and the completion date of such requirement posted on such person's driving history record maintained by the commissioner. The date of class completion shall remain on such person's driving history record until such person has attained thirty-six consecutive months without any additional moving violations or suspension violations specified in subsection (d) of this section being posted to such person's driving history record. Until the completion of such thirty-six consecutive months, the Commissioner of Motor Vehicles shall suspend such person's operator's license or operating privilege for: (1) Thirty days upon a first conviction for any specified moving violation or suspension violation; (2) sixty days upon a second conviction of any specified moving violation or suspension violation; and (3) ninety days for a third or subsequent conviction of a specified moving violation or suspension violation.

Any person who has violated subsection (b) of this act may not attend the required work zone and roadside vehicle safety awareness program through remote learning.

The commissioner shall adopt regulations in accordance with chapter 54 to implement the provisions of subsections (a) and (b) of this section.

Section 4: Section 14-222 of the general statutes is repealed, and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) (1) No person shall operate any motor vehicle upon any public highway of the state, or any road of any specially chartered municipal association or of any district organized under the provisions of chapter 105, a purpose of which is the construction and maintenance of roads and sidewalks, or in any parking area for ten cars or more or upon any private road on which a speed limit has been established in accordance with the provisions of section 14-218a₂ or section 14-307a or upon any school property recklessly, having regard to the width, traffic and use of such highway, road, school property or parking area, the intersection of streets and the weather conditions. (2) The operation of



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a motor vehicle upon any such highway, road or parking area for ten cars or more at such a rate of speed as to endanger the life of any person other than the operator of such motor vehicle, or the operation, downgrade, upon any highway, of any motor vehicle with a commercial registration with the clutch or gears disengaged, or the operation knowingly of a motor vehicle with defective mechanism, shall constitute a violation of the provisions of this section. (3) The operation of a motor vehicle upon any such highway, road or parking area for ten cars or more at a rate of speed greater than eighty-five miles per hour shall constitute a violation of the provisions of this section. (4) The operation of a motor vehicle upon a limited access highway while engaged in any activity prohibited by section 14-296aa, as amended by this act, shall constitute a violation of the provisions of this section.

(b) (1) Any person who violates any provision of this section shall be fined not less than one hundred dollars nor more than three hundred dollars or imprisoned not more than thirty days or be both fined and imprisoned for the first offense and for each subsequent offense shall be fined not more than six hundred dollars or imprisoned not more than one year or be both fined and imprisoned. (2) any person who violations any provision of this section while operating a motor vehicle within a highway work zone as defined in section 14-212d shall be fined not more than five hundred dollars or imprisoned not more than three months or be both fined and imprisoned for the first offense.

Section 5: Section 14-296aa of the 2024 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(1) "Mobile telephone" means a cellular, analog, wireless or digital telephone capable of sending or receiving telephone communications without an access line for service.

(2) "Using" or "use" means holding a hand-held mobile telephone to, or in the immediate proximity of, the user's ear.

(3) "Hand-held mobile telephone" means a mobile telephone with which a user engages in a call using at least one hand.

(4) "Hands-free accessory" means an attachment, add-on, built-in feature, or addition to a mobile telephone, whether or not permanently installed in a motor vehicle, that,



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when used, allows the vehicle operator to maintain both hands on the steering wheel.

(5) "Hands-free mobile telephone" means a hand-held mobile telephone that has an internal feature or function, or that is equipped with an attachment or addition, whether or not permanently part of such hand-held mobile telephone, by which a user engages in a call without the use of either hand, whether or not the use of either hand is necessary to activate, deactivate or initiate a function of such telephone.

(6) "Engage in a call" means talking into or listening on a hand-held mobile telephone, but does not include holding a hand-held mobile telephone to activate, deactivate or initiate a function of such telephone.

(7) "Immediate proximity" means the distance that permits the operator of a hand-held mobile telephone to hear telecommunications transmitted over such hand-held mobile telephone but does not require physical contact with such operator's ear.

(8) "Mobile electronic device" means any hand-held or other portable electronic equipment capable of providing data communication between two or more persons, including a text messaging device, a paging device, a personal digital assistant, a laptop computer, equipment that is capable of playing a video game or a digital video disk, or equipment on which digital photographs are taken or transmitted, or any combination thereof, but does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing navigation, emergency assistance to the operator of such motor vehicle or video entertainment to the passengers in the rear seats of such motor vehicle.

(9) "Operating a motor vehicle" means operating a motor vehicle on any highway, as defined in section 14-1, including being temporarily stationary due to traffic, road conditions or a traffic control sign or signal, but not including being parked on the side or shoulder of any highway where such vehicle is safely able to remain stationary.

(b) (1) Except as otherwise provided in this subsection and subsections (c) and (d) of this section, no person shall operate a motor vehicle upon a highway, as defined in section 14-1, while using a hand-held mobile telephone to engage in a call or while using a mobile electronic device. An operator of a motor vehicle who types, sends or reads a text message with a hand-held mobile telephone or mobile electronic device while operating a motor vehicle shall be in violation of this section, except that if such operator is driving a



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commercial motor vehicle, as defined in section 14-1, such operator shall be charged with a violation of subsection (e) of this section.

(2) An operator of a motor vehicle who holds a hand-held mobile telephone to, or in the immediate proximity of, his or her ear while operating a motor vehicle is presumed to be engaging in a call within the meaning of this section. The presumption established by this subdivision is rebuttable by evidence tending to show that the operator was not engaged in a call.

(3) The provisions of this subsection shall not be construed as authorizing the seizure or forfeiture of a hand-held mobile telephone or a mobile electronic device, unless otherwise provided by law.

(4) Subdivision (1) of this subsection shall not apply to: (A) The use of a hand-held mobile telephone for the sole purpose of communicating with any of the following regarding an emergency situation: An emergency response operator; a hospital, physician's office or health clinic; an ambulance company; a fire department; or a police department, or (B) any of the following persons while in the performance of their official duties and within the scope of their employment: A peace officer, as defined in subdivision (9) of section 53a-3, a firefighter or an operator of an ambulance or authorized emergency vehicle, as defined in section 14-1, or a member of the armed forces of the United States, as defined in section 27-103, while operating a military vehicle, or (C) the use of a hand-held radio by a person with an amateur radio station license issued by the Federal Communications Commission in emergency situations for emergency purposes only, or (D) the use of a hands-free mobile telephone.

(c) No person shall use a hand-held mobile telephone or other electronic device, including those with hands-free accessories, or a mobile electronic device, while operating a school bus that is carrying passengers, except that this subsection shall not apply when such person: (1) Places an emergency call to school officials; (2) uses a hand-held mobile telephone as provided in subparagraph (A) of subdivision (4) of subsection (b) of this section; (3) uses a hand-held mobile telephone or mobile electronic device in a manner similar to a two-way radio to allow real-time communication with a school official, an emergency response operator, a hospital, physician's office or health clinic, an ambulance company, a fire department or a police department; or (4) uses a mobile electronic device with a video display, provided such device (A) is used as a global positioning system or to provide navigation, (B) is securely attached inside the school bus



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near such person, and (C) has been approved for such use by the Department of Motor Vehicles.

(d) No person under eighteen years of age shall use any hand-held mobile telephone, including one with a hands-free accessory, or a mobile electronic device while operating a motor vehicle on a public highway, except as provided in subparagraph (A) of subdivision (4) of subsection (b) of this section.

(e) No person shall use a hand-held mobile telephone or other electronic device or type, read or send text or a text message with or from a mobile telephone or mobile electronic device while operating a commercial motor vehicle, as defined in section 14-1, except for the purpose of communicating with any of the following regarding an emergency situation: An emergency response operator; a hospital; physician's office or health clinic; an ambulance company; a fire department or a police department.

(f) Except as provided in subsections (b) to (e), inclusive, of this section, no person shall engage in any activity not related to the actual operation of a motor vehicle in a manner that interferes with the safe operation of such vehicle on any highway, as defined in section 14-1.

(g) Any law enforcement officer who issues a summons for a violation of this section shall record on such summons the specific nature of any distracted driving behavior observed by such officer.

(h) Any person who violates this section shall be fined two hundred dollars for a first violation, three hundred seventy-five dollars for a second violation and six hundred twenty-five dollars for a third or subsequent violation.

(i) An operator of a motor vehicle who commits a moving violation, as defined in subsection (a) of section 14-111g, while engaged in any activity prohibited by this section shall be fined in accordance with subsection (h) of this section, in addition to any penalty or fine imposed for the moving violation.

(j) The state shall remit to a municipality twenty-five per cent of the fine amount received for a violation of this section with respect to each summons issued by such municipality. Each clerk of the Superior Court or the Chief Court Administrator, or any other official of the Superior Court designated by the Chief Court Administrator, shall, on or before the thirtieth day of January, April, July and October in each year, certify to



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the Comptroller the amount due for the previous quarter under this subsection to each municipality served by the office of the clerk or official.

(k) A record of any violation of this section shall appear on the driving history record or motor vehicle record, as defined in section 14-10, of any person who commits such violation, and the record of such violation shall be available to any motor vehicle insurer in accordance with the provisions of section 14-10.

(l) No person shall be subject to prosecution for a violation of the provisions of this section and subsection (a) of section 14-222, as amended by this act, because of the same offense.

Section 6: Subsection (d) section 14-283b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*)

(d) (1) Any person who violates the provisions of subsection (b) of this section shall have committed an infraction, except that if such violation results in the injury of the operator or occupant of an emergency vehicle, such person shall be fined not more than ~~[two thousand five hundred]~~ Ten thousand dollars and, if such violation results in the death of the operator or occupant of an emergency vehicle, such person shall be fined not more than ~~[ten]~~ twenty thousand dollars.

(2) Any person who violates the provisions of subsection (c) of this section shall have committed an infraction.

Section 7: Subsection (f) of section 14-212d of the general statutes is repealed and the following substituted in lieu thereof (*Effective July 1st, 2025*):

(f) Upon conviction or a plea of guilty for committing the offense of aggravated endangerment of a highway worker, a person shall be subject to a fine of (1) not more than ~~[five]~~ ten thousand dollars if such offense results in serious physical injury to a highway worker, or (2) ~~[ten]~~ twenty thousand dollars if such offense results in the death of a highway worker, in addition to any other penalty authorized by law.



Agency Legislative Proposal – 2025 Session

Document Name: DUI

Document Name	DOT - DUI
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Legislative Liaison	Phil Mainiero Phone: 959-867-8750 E-mail: philip.mainiero@ct.gov
Division Requesting This Proposal	Office of the Commissioner/ Office of Highway Safety
Drafter	Philip Mainiero

Title of Proposal	AAC Driving While Under the Influence of Alcohol
Statutory Reference, if any	14-227a; 14-227b; 14-227m; 14-227n; 38a-498c; 38a-525c;
Brief Summary and Statement of Purpose	To lower impaired driving by updating motor vehicle operator laws to reduce maximum blood alcohol content levels to .05%.

SECTION-BY-SECTION SUMMARY

Summarize sections in groups where appropriate

<p>The bill keeps existing law structure, the only changes are a lowering of the current Blood Alcohol Concentration (BAC) from the current level of 0.08 --> 0.05 for motor vehicle drivers over the age of 21.</p>



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Document Name: DUI

BACKGROUND

Origin of Proposal

New Proposal

Resubmission

(Note, the 2025 CTDOT proposal only applies to land-based vehicles and not to vessels or watercraft.)

2023- SB 1082 ([C G A - Connecticut General Assembly](#)) – was not taken up in the Senate

2024- SB 424 ([C G A - Connecticut General Assembly](#)) – was not taken up in the Senate

Please consider the following, if applicable:

Have there been changes in federal/state laws or regulations that make this legislation necessary?	No.
Has this proposal or a similar proposal been implemented in other states? If yes, to what result?	Utah is the only state that has a .05 BAC limit, which went into effect in 2019. Other states such as CA, HI, MI, NY, and OR have introduced bills to reduce the legal limit from 0.08% to 0.05%, though none were passed. More than 100 countries, including 25 of 27 EU member countries, have established maximum BAC limits of 0.05% or below.



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Have certain constituencies called for this proposal?	Mothers Against Drunk Driving, National Transportation Safety Board
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INTERAGENCY IMPACT

List each affected agency. Copy the table as needed.

[X] Check here if this proposal does NOT impact other agencies

1. Agency Name	DESPP (Co Sponsor) DMV, CSA, CPD, DCP, OAG (Co Sponsor), DMHAS, DPH (Co Sponsor)
Agency Contact (name, title)	
Date Contacted	Impaired driving task force meeting 8/20/24. Follow up email & conversations in September.
Status	[] Approved [X] Talks Ongoing
Open Issues, if any	PTIP Program under DMHAS may be impacted if and only if additional arrests are made at 0.05 BAC.

FISCAL IMPACT

Include the section number(s) responsible for the fiscal impact and the anticipated impact

[] Check here if this proposal does NOT have a fiscal impact



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State	Potential for Judicial branch caseload increase, as well as an increase in the need for more adult probation officers and bail commissioners. Similar potential for DMV administrative hearings and associated costs.
Municipal (Include any municipal mandate that can be found within legislation)	
Federal	
Additional notes	<p>There could be a cost savings to the state if fatal crashes decline. Utah’s fatal crash numbers were reduced when the .05 BAC was implemented in 2019. Generally, the state C.A.R.S. (Collision Analysis Reconstruction Squad) must investigate and reconstruct the crash, the medical examiner is involved as they must make a finding of cause of death and conduct chemical testing of the victims, vehicular homicides are Class B felonies and often end up in Part A court where serious cases are prosecuted and generally take much longer to litigate that a standard OUI in the GA courts.</p> <p>With respect to potential additional costs to train police officers, POST’s Basic Training subject matter expert, an SFST – ARDE and DRE certified at the instructor level, stated that signs of impairment begin and or are noticeable at a BAC of .03. CT follows the NHTSA curriculum and the SME feels “no additional training of previously certified officers would be necessary, thus no costs would be incurred”.</p>



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Document Name: DUI

MONITORING & EVALUATION PLAN

If applicable, please describe the anticipated measurable outcomes and the data that will be used to track those outcomes. Include the section number(s) responsible for those outcomes

[] Check here if this proposal does NOT lead to any measurable outcomes

Impaired Driving: Data that will be used to track this proposal over time will include: National FARS data, judicial branch data tracking OUI arrests (MV, boating and firearm), convictions and diversions under the Alcohol Education Program, and DMV administrative licenses suspension data.

ANYTHING ELSE WE SHOULD KNOW?

From 2011-2020 Alcohol-impaired crashes accounted for more than 1/3 of all traffic fatalities in Connecticut (38-42%). In 2020, Connecticut had the 3rd highest percentage of alcohol-impaired fatalities -118 people were killed in alcohol-impaired crashes, which accounted for 40% of all fatalities, significantly higher than the 30% of such crashes nationally. Also in 2020, 28% of drivers involved in fatal crashes had a BAC of .08+ compared to 20% in the rest of the U.S. The percentage of alcohol-impaired fatalities shows a declining trend nationally over the past two decades compared to Connecticut, which has had an increasing trend over the same time period. Connecticut needs to address this alarming trend. Gov. Lamont attended an NGA conference in Utah in his first year in office and heard first-hand about the benefits of their 0.05% BAC law. In the first month following implementation, Utah saw its lowest number of alcohol-related crashes in four years. The National Transportation Safety Board is supportive of the effort to lower the BAC, and estimates that lowering the BAC in every state to 0.05% could save up to 1,790 lives per year. In 2019, four more states – CA, MI, NY, and OR – introduced bills to reduce the legal limit to 0.05%, though none were implemented. More than 100 countries including 25 of 27 EU member countries, have established maximum BAC limits of 0.05% or below the inclusion of a .05 BAC cutoff.



Agency Legislative Proposal – 2025 Session

Document Name: DUI

INSERT FULLY DRAFTED BILL HERE

Section 1. Subsection (a) of section 14-227a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 2, 2025*):

(a) No person shall operate a motor vehicle while under the influence of intoxicating liquor or any drug or both. A person commits the offense of operating a motor vehicle while under the influence of intoxicating liquor or any drug or both if such person operates a motor vehicle (1) while under the influence of intoxicating liquor or any drug or both, or (2) while such person has an elevated blood alcohol content. For the purposes of this section, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is ~~eight-hundredths~~ five-hundredths of one per cent or more of alcohol, by weight, except that if such person is operating a commercial motor vehicle, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is four-hundredths of one per cent or more of alcohol, by weight, and "motor vehicle" includes a snowmobile and all-terrain vehicle, as those terms are defined in section 14-379. For purposes of this section, section 14-227b, as amended by this act, and section 14-227c, (A) "advanced roadside impaired driving enforcement" means a program developed by the National Highway Traffic Safety Administration with the International Association of Chiefs of Police and the Technical Advisory Panel, which focuses on impaired driving enforcement education for police officers, or any successor to such program; (B) "drug influence evaluation" means an evaluation developed by the National Highway Traffic Safety Administration and the International Association of Chiefs of Police that is conducted by a drug recognition expert to determine the level of a person's impairment from the use of drugs and the drug category causing such impairment; (C) "drug recognition expert" means a person certified by the International Association of Chiefs of Police as having met all requirements of the International Drug Evaluation and Classification Program; and (D) "nontestimonial portion of a drug influence evaluation" means a drug influence evaluation conducted by a drug recognition expert that does not include a verbal interview with the subject.

Sec. 2. Subsection (n) of section 14-227b of the general statutes is repealed and the



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following is substituted in lieu thereof (*Effective January 2, 2025*):

(n) For the purposes of this section, "elevated blood alcohol content" means (1) a ratio of alcohol in the blood of such person that is ~~eight-hundredths~~ five-hundredths of one per cent or more of alcohol, by weight, (2) if such person is operating a commercial motor vehicle, a ratio of alcohol in the blood of such person that is four-hundredths of one per cent or more of alcohol, by weight, or (3) if such person is less than twenty-one years of age, a ratio of alcohol in the blood of such person that is two-hundredths of one per cent or more of alcohol, by weight.

Sec. 3. Subsection (a) of section 14-227m of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 2, 2025*):

(a) No person shall operate a motor vehicle in which a child under eighteen years of age is a passenger while such person (1) is under the influence of intoxicating liquor or any drug or both, or (2) has an elevated blood alcohol content. For the purposes of this section, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is ~~eight-hundredths~~ five-hundredths of one per cent or more of alcohol, by weight, except that if such person is operating a commercial motor vehicle, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is four-hundredths of one per cent or more of alcohol, by weight, and if such person is under twenty-one years of age, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is two-hundredths of one per cent or more of alcohol by weight; and "motor vehicle" includes a snowmobile and all-terrain vehicle, as those terms are defined in section 14-379.

Sec. 4. Subsection (a) of section 14-227n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 2, 2025*):

(a) (1) No person shall operate a school bus, student transportation vehicle or other motor vehicle specially designated for carrying children while such person (A) is under the influence of intoxicating liquor or any drug or both, or (B) has an elevated blood alcohol content.



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(2) No person shall operate a school bus, student transportation vehicle or other motor vehicle specially designated for carrying children in which a child under eighteen years of age is a passenger while such person (A) is under the influence of intoxicating liquor or any drug or both, or (B) has an elevated blood alcohol content.

(3) For the purposes of this section, "motor vehicle specially designated for carrying children" means any motor vehicle, except for a registered school bus or student transportation vehicle as defined in section 14-212, that is designated or used by a person, firm or corporation for the transportation of children to or from any program or activity organized primarily for persons under the age of eighteen years, with or without charge to the individual being transported, but does not include a passenger motor vehicle normally used for personal, family or household purposes that is operated by a person without a public passenger endorsement; and "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is **[eight-hundredths]** five-hundredths of one per cent or more of alcohol, by weight, except that if such person is operating a commercial motor vehicle, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is four-hundredths of one per cent or more of alcohol, by weight, and if such person is under twenty-one years of age, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is two-hundredths of one per cent or more of alcohol, by weight.

Sec. 5. Section 38a-498c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 2, 2025*):

No individual health insurance policy providing coverage of the type specified in subdivisions (1), (2), (4), (11) and (12) of section 38a-469 delivered, issued for delivery, amended, renewed or continued in this state shall deny coverage for health care services rendered to treat any injury sustained by any person when such injury is alleged to have occurred or occurs under circumstances in which (1) such person has an elevated blood alcohol content, or (2) such person has sustained such injury while under the influence of intoxicating liquor or any drug or both. For the purposes of this section, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is **[eight-hundredths]** five-hundredths of one per cent or more of alcohol, by weight.



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Sec. 6. Section 38a-525c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 2, 2025*):

No group health insurance policy providing coverage of the type specified in subdivisions (1), (2), (4), (11) and (12) of section 38a-469 delivered, issued for delivery, amended, renewed or continued in this state shall deny coverage for health care services rendered to treat any injury sustained by any person when such injury is alleged to have occurred or occurs under circumstances in which (1) such person has an elevated blood alcohol content, or (2) such person has sustained such injury while under the influence of intoxicating liquor or any drug or both. For the purposes of this section, "elevated blood alcohol content" means a ratio of alcohol in the blood of such person that is ~~eight-hundredths~~ five-hundredths of one per cent or more of alcohol, by weight.



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Document Name: DOT – Open Containers

Document Name	DOT - Open Containers
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Legislative Liaison	Liaison: Phil Mainiero Phone: 959-867-8750 E-mail: philip.mainiero@ct.gov
Division Requesting This Proposal	Commissioner/Policy and Planning
Drafter	Philip Mainiero

Title of Proposal	AAC Open Containers
Statutory Reference, if any	
Brief Summary and Statement of Purpose	<p>To prohibit open containers of alcohol in the passenger compartment of motor vehicles.</p> <p>To meet national standards initially authorized under TEA-21, H.R. 2676, Section 154 of Title 23, and reauthorized under SAFETEA-LU, MAP-21 and the FAST Act, states are required to enact a law making it illegal for the driver or passenger(s) to possess or consume from any open alcoholic beverage container in the passenger area of a motor vehicle on a public highway (or the right-of-way of the public highway) or face penalties.</p> <p>States that have not enacted such laws by October 1, 2000, and every year thereafter, will have a fixed percentage of</p>



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	<p>National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBGP) funds transferred into the Highway Safety Improvement Program (HSIP). A portion of the penalty funds are transferred to National Highway Traffic Safety Administration (NHTSA), for impaired driving countermeasure programs, and a portion of the funds is eligible to be returned to FHWA, for HSIP activities.</p> <p>To date, CT’s total accrued penalty amount for noncompliance is over \$193,000,000 (FY 2001-2024). Enacting the legislation would eliminate the annual diversion of funds to a restricted program, and allow the Department to use the annual funds for their intended purpose.</p>
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SECTION-BY-SECTION SUMMARY

Summarize sections in groups where appropriate

BACKGROUND

Origin of Proposal

New Proposal

Resubmission

The open container of alcohol proposal has been raised and heard in the Transportation Committee over the past 19 years but has rarely progressed past the committee level. The Department is required by NHTSA to demonstrate a continued advocacy for this proposal.



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Please consider the following, if applicable:

Have there been changes in federal/state laws or regulations that make this legislation necessary?	No, the requirement for continued advocacy remains unchanged.
Has this proposal or a similar proposal been implemented in other states? If yes, to what result?	Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Ohio, Tennessee, Virginia and Wyoming are the only states that have yet to enact an open container law.
Have certain constituencies called for this proposal?	MADD, NTSB



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INTERAGENCY IMPACT

List each affected agency. Copy the table as needed.

Check here if this proposal does NOT impact other agencies

1. Agency Name	DESPP
Agency Contact (name, title)	Nichole Lake- Chief of Staff
Date Contacted	10/9/2024
Status	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Talks Ongoing
Open Issues, if any	

FISCAL IMPACT

Include the section number(s) responsible for the fiscal impact and the anticipated impact

Check here if this proposal does NOT have a fiscal impact

State	The State does not lose federal funding, however, these transferred funds are restricted for use in the 402 Highway Safety DUI Countermeasures Program and/or the Hazard Elimination program
Municipal (Include any municipal mandate that can be found within legislation)	Transferred funds are restricted for use in the 402 Highway Safety DUI Countermeasures Program and/or the Hazard Elimination program, precluding their availability to finance National Highway Performance (NHPP) and Surface Transportation Block Grant (STBG) projects, which was the original intent of these funds.
Federal	



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Additional notes	
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MONITORING & EVALUATION PLAN

If applicable, please describe the anticipated measurable outcomes and the data that will be used to track those outcomes. Include the section number(s) responsible for those outcomes

[] Check here if this proposal does NOT lead to any measurable outcomes

Enaction of this language should satisfy federal requirements.
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Analysis of ticketing for this new offense can be done by ConnDOT & UCONN.
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ANYTHING ELSE WE SHOULD KNOW?

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Section 1. (NEW) (*Effective July 1, 2025*) (a) For the purposes of this section:

(1) "Alcoholic beverage" has the same meaning as provided in section 30-1 of the general statutes;

(2) "Highway", "motor bus" and "recreational vehicle" have the same meanings as provided in section 14-1 of the general statutes;

(3) "Motor vehicle" has the same meaning as provided in section 14-212 of the general statutes;

(4) "Motor vehicle in livery service" has the same meaning as provided in section 13b-101 of the general statutes;

(5) "Open alcoholic beverage container" means a bottle, a can or other receptacle (A) that contains any amount of an alcoholic beverage, and (B) (i) that is open or has a broken seal, or (ii) the contents of which are partially removed;

(6) "Passenger" means any occupant of a motor vehicle other than the operator;

(7) "Passenger area" means (A) the area designed to seat the operator of, and any passenger in, a motor vehicle while such vehicle is being operated on a highway, or (B) any area that is readily accessible to such operator or passenger while such person is in such person's seated position. "Passenger area" does not include (i) a locked container, such as a locked glove compartment or console, (ii) the trunk, or (iii) in a motor vehicle that is not equipped with a trunk, the area behind the last upright seat or any area not normally occupied by the operator or a passenger; and

(8) "Taxicab" has the same meaning as provided in section 13b-95 of the general statutes.

(b) No person shall consume or possess an open alcoholic beverage container within the passenger area of a motor vehicle while such motor vehicle is on any highway in this state.

(c) The provisions of subsection (b) of this section shall not apply to: (1) A passenger



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in a motor vehicle designed, maintained and primarily used for the transportation of passengers for hire, including, but not limited to, a taxicab, motor bus or motor vehicle in livery service, or (2) a passenger in the living quarters of a recreational vehicle.

(d) Any person who violates the provisions of subsection (b) of this section shall have committed an infraction.