



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	AAC Distracted & Reckless Driving
Legislative Liaison	Philip Mainiero
Division Requesting Proposal	Commissioners Office
Drafter	Philip Mainiero

Overview

Brief Summary of Proposal

Expands the devices prohibited under 14-296aa and adds use of a prohibited device in a work zone to the reckless driving per se conduct. Clarifies that a violator will not be charged under both statutes. Updates the mobile device statute to include a “Video Converters” and then bans the sale of such video converters.

What problem is this proposal looking to solve?

Use of a distracting device (e.g., cell phone or other electronic & screen) while driving is a known and dangerous distraction. Similarly, work zones are a known hazardous area for those who work on CT roads. This proposal seeks to curb the dangerous use of cell phones by drivers, especially in the elevated risk areas of work zones.

How does the proposal solve the problem?

This proposal will continue to emphasize the risks of distracted driving, and the increased potential for significant life altering damages associated with traveling through a work zone. Finally, this will ban the in-state sale of a device that is created to play videos over vehicle screens, in violation of the current spirit of the laws, which poses a significant risk of distraction for motor vehicle operators.

Section by section summary:

Section #(s)	Section Summary
1 and 2	Section 1 & 2 modify the existing mobile device statute to include the new technology of "Video Converters".
3	Section 3 bans the sale of "Video Converters" in CT.
4	Section 4 makes a person using a mobile device prohibited under 14-296aa while operating a motor vehicle in a work zone to be guilty of reckless driving, on the first offense subject to a fine of five hundred dollars and a term of imprisonment of up to three months. Subsequent violations would follow the existing subsequent penalty already in law.
5	Section 5 clarifies that a person will not be guilty of both a violation of 14-296aa (prohibited device) and reckless driving conduct for this new violation.

Statutory Reference:	CGS 14-222 and 14-296aa
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Background

☐ New Proposal ☒ Resubmission

If resubmission, please provide details below. Please also note any changes made since the last submission:

Bill #(s)	Reason bill(s) did not move forward
HB 7060 (2025) SB 1375 (2025)	Section(s) removed before final passage.

Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

No

Has this proposal or a similar proposal been implemented in other states?

Yes All 50 states have some variation of a law prohibiting video screens in the driver's line of sight, with 8 states (Alabama, Alaska, Georgia, Idaho, Illinois, Massachusetts, Tennessee, and West Virginia) banning the watching of video while operating a motor vehicle. The District of Columbia has an ordinance prohibiting the installation of devices meant to watch video while operating the vehicle. This proposal strengthens existing statutes and closes a loophole where devices can be purchased online or in-store to install in vehicles predating a video screen or to evade a video disable function when the car is in motion.

Have certain constituencies called for this proposal?

No

Interagency Impact

☐ Check here if this proposal does NOT impact other agencies

Agency	Dept. of Emergency Services and Public Protection		
Contact	Ashley Zane		
Date Contacted	9/8/2025		
Status	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Unresolved		
Open Issues	N/A		
Agency	Dept. of Consumer Protection		
Contact	CJ Strand		
Date Contacted	9/11/2025		
Status	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Unresolved		
Open Issues	N/A		
Agency	Office of Chief States Attorney		
Contact	Ann Cournoyer		
Date Contacted	9/8/2025		

Status	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Unresolved
Open Issues	Possible technical issues with proving device(s) were in-use or transmitting data during the purposed violation. Short window of action to initiate a traffic stop for the suspected violation.

Fiscal Impact

☒ No Fiscal Impact

☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State Possible increase of ticket revenue.

Yes

Municipal

No

Federal

No

Other Information

If there is any additional information we should know, please detail below: N/A

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

Sec. 1 – Subdivision (2) of Subsection (a) of Section 14-296aa of the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2026):

(2) "Using" or "use" means (A) holding a hand-held mobile telephone to, or in the immediate proximity of, the user's ear, or (B) watching or playing a video on a mobile electronic device that is in full view of the operator in a normal driving position.

Sec. 2 – Subdivision (8) of Subsection (a) of Section 14-296aa of the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2026):

(8) "Mobile electronic device" means (A) 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 [,] or a laptop computer, (B) any equipment that is capable of playing a video game or a digital video disk, [or] (C) any equipment on which digital photographs are taken or transmitted, (D) Any device created to transmit moving images to a device prohibited under section 14-105, either with or without a wired connection that may be visible to a person who is operating the vehicle and is properly restrained by such person's seat belt, or (E) any combination thereof. [, but] "Mobile electronic device" does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing (i) navigation, (ii) emergency assistance to the operator of such motor vehicle, or (iii) video entertainment to the passengers in the rear seats of such motor vehicle that is not in full view of the operator in a normal driving position.

Sec. 3 (New) (Effective October 1, 2026):

(a) "Video Converter" means any device created to transmit moving images either with or without a wired connection to a device defined and limited under section 14-105, that may be visible to a person who is operating the vehicle and is properly restrained by such person's seat belt.

(b) On and after July 1, 2026, no person shall sell, offer for sale, hold for sale, deliver, or give away any video converter.

(c) Violators of this section shall be fined no more than two hundred dollars per violation.

Sec 4. – Section 14-222 of the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2026):

(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 14-218a 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 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 in a highway work zone, as defined in section 14-212d, 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) 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] except any person who violates any provision of this section while operating a motor vehicle within a highway work zone, as defined in section 14-212d, while engaged in any activity prohibited by section 14-296aa, as amended by this act, shall be fined not more than five hundred dollars or imprisoned not more than three months or be both fined and imprisoned, 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.

(New) Sec. 5 - Section 14-296aa of the general statutes is amended by adding subsection (l) (Effective October 1, 2026):

(l) No person shall be found guilty of a violation of 14-296aa and a violation of 14-222, as amended by this act, upon the same transaction but such person may be charged and prosecuted for both offenses upon the same information or summons.



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	AAC Electric Vehicle Infrastructure and Procurement
Legislative Liaison	Philip Mainiero
Division Requesting Proposal	Office of the Commissioner
Drafter	Eric Scoville, Deputy Chief of Staff and Philip Mainiero

Overview

Brief Summary of Proposal

Revise CGS to give property owners ability to weigh utilization and determine if EV needs to be plugged in while parked at an EV Charging Station. Modifies the requirement for EV charging at new facilities to minimize cost increases and allow the agency flexibility to meet the market as it grows while maximizing usage of parking.

What problem is this proposal looking to solve?

The current law limits parking to charging EVs or EV hybrids. Data shows underutilization of EV charging units at transportation facilities, subsequently causing capacity challenges for the public and for employees parked at the facility. This is exceptionally noticeable at train stations and parking facilities. The current law does not take into account the unique patterns of commuters parking for a longer duration while using public transportation.

Current law requires a 20% of new facilities' parking spaces to be used for EV charging. Many facilities do not need chargers, especially if they do not contain public parking spaces. This requirement adds significant cost to future projects and has not been shown to be maximized by citizens as "workplace charging" was envisioned.

How does the proposal solve the problem?

This proposal gives agencies discretion to allow EV and Hybrid parking in EV spaces, maximizing available parking and also gives property owners the ability to weigh

utilization data and capacity challenges and decide as to the types of vehicles that can park at an EV Charging Unit..

Section by section summary:

Section #(s)	Section Summary
1	Allows agencies to permit hybrid and EV's to park in charging spaces while not actively charging.
2	Lowers the % from 20 → 10 of spaces that require an EV charger and provides flexibility in required infrastructure upgrades for new facilities.

Statutory Reference:	CGS 4b-13a, 4b-77
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Background

☒ New Proposal ☐ Resubmission

Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

No

Has this proposal or a similar proposal been implemented in other states?

No

Have certain constituencies called for this proposal?

No

Interagency Impact

☐ Check here if this proposal does NOT impact other agencies

Agency	Dept. of Administrative Services
Contact	Amanda Bellagamba
Date Contacted	9/16/2025
Status	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Unresolved
Open Issues	N/A
Agency	Dept. of Energy and Environmental Protection
Contact	Megan Andrews
Date Contacted	9/16/2025
Status	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Unresolved
Open Issues	N/A

Fiscal Impact

☒ No Fiscal Impact

☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State	Potential savings
No	
Municipal	
No	
Federal	Potential Loss of Federal IIJA Funds
No	

Other Information

If there is any additional information we should know, please detail below:

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

Sec 1 – Subsection (c) of section 4b-13a of the general statutes is repealed and the following substituted in lieu thereof (Effective from passage):

(c) No person shall park a vehicle in a parking space equipped with a state agency electric vehicle charging station unless such person is charging a plug-in hybrid electric vehicle or battery electric vehicle [.]. except, a person may park a plug-in hybrid vehicle or battery electric vehicle at the discretion of the state agency that designated the state agency electric vehicle charging station as available for public use.

Sec 2 – Subsection (b) of section 4b-77 of the general statutes is repealed and the following inserted in lieu thereof (Effective from passage):

(b) On and after January 1, 2023, [the Commissioner of Administrative Services shall require] for [each new] construction of a new state facility that will include spaces for public parking, the total project costs of which exceed one hundred thousand dollars, the state agency responsible for the facility shall ensure that [to be installed with level two electric vehicle charging stations in] at least [twenty] eight per cent of the designated parking spaces for cars [or light duty trucks] at such facility are constructed to be electric vehicle capable parking spaces. For purposes of this section, an electric vehicle capable parking space means a parking space that has equipment installed during construction to support future implementation of charging including, but not limited to, the raceways and electrical panel space necessary for the installation of an electric vehicle charging station.

(c) Not later than January 1, 2029, and every three years thereafter, the Commissioners of Administrative Services, Transportation and Energy and Environmental Protection shall jointly submit recommendations regarding the electric vehicle parking space requirements contained in subsection (b) of this section to the committees of the general assembly having cognizance of transportation and the environment. Such recommendations shall propose an appropriate requirement for future electric vehicle charging infrastructure at new state facilities. In proposing such appropriate requirement, the commissioners shall take into consideration the following factors:

- (1) Current public prevalence of electric vehicles and market conditions for purchasing such vehicles;
- (2) Expected future growth in electric vehicle ownership by state employees and the public;
- (3) Current and future utilization of electric vehicle charging spaces at state facilities;
- (4) Similar requirements for new construction in neighboring states and in construction codes; and
- (5) State goals for reduction of pollution from the transportation sector, including but not limited to reduction of greenhouse gas emissions.



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	AAC Utility ownership in ROW
Legislative Liaison	Philip Mainiero
Division Requesting Proposal	Bureau of Highway Operations
Drafter	Andrew Morrill, Philip Mainiero, Alice Sexton, Joshua Beckett Flores

Overview

Brief Summary of Proposal

This proposal clarifies who is the responsible entity that must file an encroachment permit for work on infrastructure in the state's Right of Way (ROW).

What problem is this proposal looking to solve?

Under CGS 13a-126a through 13a-126e and various other sections of the general statutes, the utility infrastructure owners are the only entities that have a right to work or place infrastructure in the state's ROW. Some utilities have attempted to transfer the responsibility onto property owners for connections between a property and the utility line in the ROW, which can be located a significant distance away from the property. CTDOT does not want to establish a new precedent that private entities are held responsible for work in the right of way when they are not the entity described or envisioned in our current laws. This leaves private entities trapped as the utility will not sign on to a permit and the department does not allow private utilities in the ROW.

How does the proposal solve the problem?

Requires the business entity that will be providing a service through the connections to any infrastructure located in the ROW is 1-named on the permit and 2-responsible for maintenance of these connections including any damages resulting from failure of the connections. The bill specifically allows utilities to form a contract with private entities regarding this work..

Section by section summary:

Section #(s)	Section Summary
1	Clarifies that the entity who is responsible for filing a permit with CTDOT, is the entity that will be providing a service through the new sought connection and is responsible for any damages caused by this connection.

Statutory Reference:	N/A
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Background

☒ New Proposal ☐ Resubmission

Bill #(s)	Reason bill(s) did not move forward
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Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

No

Has this proposal or a similar proposal been implemented in other states?

No

Have certain constituencies called for this proposal?

Yes CTDOT District Teams and Constituents.

Interagency Impact

☒ Check here if this proposal does NOT impact other agencies

Agency	N/A
Contact	N/A
Date Contacted	N/A
Status	N/A
Open Issues	N/A

Fiscal Impact

☒ No Fiscal Impact

☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State

No

Municipal

No

Federal

No

Other Information

If private entities are forced by utilities to be the name on an encroachment permit it places the state in an unenviable position of possibly having to take formal action against a private entities if there were damages sustained in the new connections.

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

a. (New) (*Effective Upon Passage*):

(a) As used in this section:

(1) "Utility Company" includes electric distribution, gas, telephone, pipeline, sewage, water, and community antenna television companies and holders of a certificate of cable franchise authority, owning, leasing, maintaining, operating, managing or controlling plants or parts of plants or equipment, and shall include towns, cities, boroughs, any municipal corporation or department thereof, whether separately incorporated or not, a private power producer, as defined in section 16-243b, or an exempt wholesale generator, as defined in 15 USC 79z-5a,

(2) "Customer" means any private dwelling, boarding house, apartment, store, office building, institution, mechanical or manufacturing establishment or other place of business or industry to which service is provided by a utility company,

(3) "Service Connection" means the infrastructure from the trunkline or transmission-type or distribution-type line located in the state's right of way to the customer's property line, and any other connections or fittings as the state including its political subdivisions or the utility company may require, between the infrastructure located in the state's right of way and the customer's property.

(b) Any utility company which engages in commerce using infrastructure located either wholly or partially in, under, or over the state right of way shall be required to maintain such infrastructure, including but not limited to; service connections, maintaining, repairing or replacing existing infrastructure located in the state right of way.

(c) In the case of a utility company having annual revenues of twenty thousand dollars or more, (1) all installations, replacements, or repairs of service connections shall be by the utility company or by a contractor duly approved by the utility to perform such work; (2)

any failure of service connections that damage any property of the state shall be the responsibility of the utility company or its successor utility from which the service connection originated.

(d) Nothing in this section shall be construed as limiting the ability of a utility company to contract with a consumer for the cost of the installation, maintenance, repair, or replacement of a service connection, nor as shifting responsibility for the costs of such work from a consumer to a utility company. Nothing in this section shall be construed as altering or conflicting with the standards set forth in sections 16-19 or 16-19e.



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	AAC Public Transportation Notifications
Legislative Liaison	Philip Mainiero
Division Requesting Proposal	Bureau of Public Transportation
Drafter	Daniel Baker, Philip Mainiero

Overview

Brief Summary of Proposal

CTDOT is proposing to update the statutory language regarding public outreach and advertising requirements for mass transportation fare changes and rail service changes. This proposal will enable CTDOT to use agency resources more efficiently while aligning with modern public engagement strategies and trends.

What problem is this proposal looking to solve?

The statute requires that information about any fare changes and associated public hearings be advertised in newspapers circulated all over the state, adding to expenses.

How does the proposal solve the problem?

The proposal limits the public outreach requirement to fare increases only, rather than all fare changes. The proposal also narrows the advertising requirement to one or more newspapers of circulation in the impacted area, instead of requiring publication in newspapers across the state.

Section by section summary:

Section #(s)	Section Summary
1	Changes requirements from any fare change to fare increase, and changes public notice requirements from statewide paper to a paper that serves the impacted area.
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Statutory Reference:	CGS 13b-38h

Background

☒ New Proposal ☐ Resubmission

Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

No

Has this proposal or a similar proposal been implemented in other states?

No

Have certain constituencies called for this proposal?

No

Interagency Impact

☒ Check here if this proposal does NOT impact other agencies

Agency	N/A
Contact	N/A
Date Contacted	N/A
Status	N/A
Open Issues	N/A

Fiscal Impact

- ☐ No Fiscal Impact
- ☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State	(Section B)
Yes	The proposed shift to streamlined advertising requirements is expected to generate cost savings of approximately \$10,000 per fare increase or major service change from reduced newspaper advertising.
Municipal	
No	
Federal	
No	

Other Information

If there is any additional information we should know, please detail below:

When fare changes occur on all three rail corridors in Connecticut, the requirement to advertise in multiple newspapers with circulation in all affected areas is both costly and ineffective for promoting public hearings. These funds could be more strategically allocated to targeted paid social media campaigns, which tend to be more effective in raising awareness about public outreach efforts. For the most recent rail fare increases in 2023 and 2025, CTDOT placed ads in 13 and 9 newspapers respectively, incurring approximately \$15,000 – \$20,000 in direct costs each round, along with considerable staff time dedicated to drafting materials and managing logistics. Since 2020, CTDOT has seen a massive increase in public participation and attendance with our new digital efforts compared to traditional forums, this yields better responses and contributes.

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

Subsection (b) of section 13b-38h of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2026):

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



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	Flex Lanes on roadways
Legislative Liaison	Philip Mainiero
Division Requesting Proposal	Legislative Affairs – Office of the Commissioner
Drafter	Peter Calcaterra, Philip Mainiero, Joshua Beckett Flores

Overview

Brief Summary of Proposal

To Permit the Office of the State Traffic Administration to permit a flexible use part time lane on roadways. And allow the Department to utilize a Dynamic part-time lane for various purposes.

What problem is this proposal looking to solve?

Congested traffic, increasing efficiency of transportation operations, specifically by keeping lanes clear of unauthorized traffic bus services.

How does the proposal solve the problem?

By making designated lanes available for HOV, Bus Services, Emergency Response, and other traffic conditions when necessary. This proposal will allow the department to maximize our flexibility with our response to the changes in our traffic patterns and public needs. It will also allow the department to help municipalities that seek to create a dedicated bus lane for public transit purposes.

Section by section summary:

Section #(s)	Section Summary
1	Definitions
2	OSTA Authorization–Dynamic Part-Time Lanes
3	DOT photo enforcement
4	Unauthorized use of a dynamic part-time lane

5	Use of photo enforcement
6	Data sharing between DMV and DOT
7	Payment of fines
8	Nondisclosure of identifying data
9	Municipal authorization for bus lane enforcement
10	Motor vehicle operator liability for bus lane enforcement
11	Regulations pursuant to chapter 54

Statutory Reference: N/A

Background

☒ New Proposal ☐ Resubmission

If resubmission, please provide details below. Please also note any changes made since the last submission:

Bill #(s)	Reason bill(s) did not move forward
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Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

No

Has this proposal or a similar proposal been implemented in other states?

Yes There are 18 states that have some variation of this option in use.

Have certain constituencies called for this proposal?

No

Interagency Impact

☐ Check here if this proposal does NOT impact other agencies

Agency	Dept. of Motor Vehicles
Contact	Jim Polities
Date Contacted	10/2025
Status	<input type="checkbox"/> Approved <input type="checkbox"/> Unresolved
Open Issues	DMV will be required to share video information with DOT as currently done with work zone camera enforcement.

Fiscal Impact

☐ No Fiscal Impact

☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State	Possible increase due to fines.
Yes	
Municipal	Possible increase due to fines
Yes	
Federal	
No	

Other Information

If there is any additional information we should know, please detail below: N/A

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

Section 1. (NEW) (Effective January 1, 2027)

(a) As used in this section “Dynamic part-time lane” means any highway traffic lane or shoulder temporarily designated for the control and management of traffic.

(b) The Office of the State Traffic Administration may designate any lane or any shoulder as a dynamic part time lane; to be provisionally used as either: (1) a high occupancy vehicle lane; (2) a dedicated lane for bus rapid transit or other motor or service bus usage; (3) a dedicated lane for authorized emergency vehicles responding to an emergency call; (4) redirecting an opposing lane of a roadway into a one way lane or; (5) as is necessary to maintain the function of the state’s transportation systems.

(c) The Office of the State Traffic Administration may adopt regulations, in accordance with the provisions of chapter 54, to implement the provisions of this section.

Section 2. (NEW) (Effective January 1, 2027)

For the purposes of this Chapter and sections created by this act inclusive:

(1) “Department” means the Department of Transportation.

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

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

(4) “Vendor” means a person selected by the department (A) to provide services to the department described in sections 13a-270 to 13a-274, inclusive; (B) who operates, maintains, leases or licenses a dynamic part-time lane control system; or (C) is authorized to review and assemble the recorded images captured by the Dynamic part-time lane control system.

(5) “Dynamic part-time lane” means any highway traffic lane or shoulder temporarily designated for the control and management of traffic.

(6) “Dynamic part-time control system” means a device having one or more motor vehicle sensors connected to a camera system capable of producing recorded images that indicate the date, time and location of the image of each motor vehicle allegedly

operating in violation of the section as created by this act.

(7) "Dynamic part-time lane control system operator" means a person who is trained and certified to operate a Dynamic part-time lane control system.

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

Section 3 (New) (Effective January 1, 2027)

(a) The department may establish a program to operate dynamic part-time control systems. A Dynamic part-time lane control system may be used to record the images of motor vehicles on a highway within a dynamic part-time lane as designated under 13a-270.

(b) A Dynamic part-time control system may be used provided (1) if, in accordance with the manual of uniform traffic control devices as approved and revised by the Office of State Traffic Administration, at least two conspicuous road signs are placed at a reasonable distance in advance of a dynamic part-time lane notifying drivers that dynamic part-time lane control system may be in operation, (2) the first road sign as described in subdivision (1) of this subsection encountered by the traveling public states the periodic function as described in Section 1 subsection (b) of this act the dynamic part-time lane is currently in use for, (3) at least one of the signs described in subdivision (1) of this subsection indicates that the dynamic part-time lane control system is operational or is not operational, (4) an appropriate sign is conspicuously placed at the end of a highway dynamic part-time lane system with a dynamic part-time lane control system that is operational, (5) a notice identifying the location of a dynamic part-time lane control system is available on the Internet web site of the department and, (6) such system is operated by a dynamic part-time lane control system operator.

(c) A dynamic part-time lane control system shall be used in a manner to only record images of motor vehicles that are in violation of the provisions of Connecticut General Statutes as amended by this act. Any recorded images collected as part of a dynamic part-time lane control system shall not be used for any surveillance purpose.

(d) The Commissioner of Transportation may (1) enter into agreements with vendors for the design, operation or maintenance, or any combination thereof, of dynamic part-time lane control systems, and (2) retain and employ consultants and assistants on a contract or other basis for rendering legal, financial, professional, technical or other assistance and advice necessary for the design, operation and maintenance of Dynamic part-time lane control systems. If a vendor provides, deploys or operates dynamic part-time control system, the vendor's fee may not be contingent on the number of violations issued or fines paid pursuant to the provisions of section 13a-271.

Section 4 (New) (Effective January 1, 2027)

(a) No person may operate a motor vehicle in a dynamic part-time lane in violation of the provisions of section 14-238b while the dynamic part-time lane functions as a high occupancy vehicle lane,

(b) No person may operate a motor vehicle in a dynamic part-time lane (1) in violation of section 14-296bb while the dynamic part-time lane functions as a dedicated lane for bus rapid transit or other motor or service bus usage, (2) no person operating a motor vehicle shall stop, or park in a bus stop or bus lane while the dynamic part-time lane functions as a dedicated lane for bus rapid transit or other motor or service bus usage except when permitted by official traffic control devices or when directed by a police officer,

(c) No person may operate a motor vehicle in a dynamic part-time while the dynamic part-time lane is functions as a dedicated lane for authorized emergency vehicles responding to an emergency call, except when directed by a police officer,

(d) No person may operate a motor vehicle in a dynamic part-time in violations of the directions noted and properly posted by the department while the dynamic part-time lane functions either (1) redirecting an opposing lane of a roadway into a one way lane or (2) as is necessary to maintain the function of the state's transportation systems, except when permitted by official traffic control devices or when directed by a police officer,

(e) The owner of a motor vehicle identified by a dynamic part-time lane control system as violating the provisions of subsection (a) through subsection (d) inclusive, of this section shall be fined seventy-five dollars for a first offence. Subsequent violations will be fined no more than two hundred fifty dollars per offence.

(f) The owner shall be liable for any fine imposed pursuant to subsection (b) through subsection (d) inclusive of this section unless the driver of the motor vehicle received a citation from a law enforcement officer at the time of the violation. In the case of a motor vehicle that is leased for more than thirty days and identified by a dynamic part-time lane control system as violating the provisions of subsection (a) through subsection (d) inclusive, of this section, the lessee shall be considered the owner of such motor vehicle for the purposes of this section and sections 13a-271 and 13a-272.

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

Section 5 (New) (Effective January 1, 2027)

(a)(1) Whenever a dynamic part-time lane control system detects and produces recorded images of a motor vehicle allegedly committing a violation of section 13a-271, a sworn member or authorized member of the Division of State Police within the

Department of Emergency Services and Public Protection shall review the recorded images provided by such system. If, after such review, such member determines that there are reasonable grounds to believe that a violation has occurred, such member may issue a notice of violation for the alleged violation. Such notice of violation shall be sworn or affirmed by such member and shall be prima facie evidence of the facts contained in the notice. Such notice of violation shall include written verification that the dynamic part-time lane control system was operating correctly at the time of the alleged violation and specify the date of the most recent inspection that confirms the dynamic part-time lane control system to be operating properly. (2) A dynamic part-time lane control system operator shall complete training offered by the manufacturer of such system, including training on any devices critical to the operation of such system or the manufacturer's representative in the procedures for setting up, testing and operating such system. Upon completion of the training, the manufacturer or manufacturer's representative shall issue a signed certificate to the dynamic part-time lane control system operator. Such signed certificate shall be admitted as evidence in any court proceeding for an alleged violation of section 13a-271. (3) A dynamic part-time lane control system operator shall complete and sign a daily log for a dynamic part-time lane control system. Such daily log shall (A) state the date, time and location of such system's set-up, (B) state that the dynamic part-time lane control system operator successfully performed, and the dynamic part-time lane control system passed, the testing specified by the manufacturer of the dynamic part-time lane control system, (C) be kept on file at the principle office of the operator, and (D) be admitted in any court proceeding for an alleged violation of section 13a-271.

(b) A dynamic part-time lane control system shall undergo a periodic calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check. Such signed certificate of calibration shall be kept on file and admitted as evidence in any court proceeding for an alleged violation of section 13a-271.

(c) The notice of violation for the alleged violation of section 13a-271 shall include (1) a copy of the recorded image showing the vehicle with its number plate visible, (2) the registration number and state of issuance of the vehicle registration, (3) verification that the dynamic part-time lane control system was operating correctly at the time of the alleged violation and the date of the most recent calibration check, and (4) the date, time and location of the alleged violation.

(d) In the case of an alleged violation of section 13a-271 involving a motor vehicle registered in the state, the notice of violation shall be mailed not later than thirty days after the commission of the alleged violation or after the identity of the owner is ascertained, whichever is later, to the address of the owner that is in the records of the

Department of Motor Vehicles.

(e) In the case of an alleged violation of section 13a-271 involving a motor vehicle registered in another jurisdiction, the notice of the violation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.

(f) A notice of violation shall be invalid unless mailed to an owner not later than ninety days after the alleged violation of section 13a-271.

(g) The notice of violation shall be sent by first class mail. A manual or automatic record of mailing prepared by the dynamic part-time lane control system operator in the ordinary course of business shall be prima facie evidence of mailing and shall be admissible in any court proceeding as to the facts contained in the notice.

(h) A violation of section 13a-271 shall not (1) be included in any driver control record maintained pursuant to section 14-111l, (2) be the subject to merit rating for insurance purposes, or (3) authorize the imposition of surcharge points in the provision of motor vehicle insurance coverage.

(i) The following defenses shall be available to the owner of a motor vehicle identified by a high occupancy vehicle lane control system as allegedly violating section 13a-271: (1) The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a, and had not been recovered prior to the time of the violation, and (2) the dynamic part-time lane control system used to determine speed was not in compliance with the provisions of this section relating to tests for accuracy, certification or calibration.

(j) An owner who receives a notice of violation pursuant to the provisions of this section shall follow the procedures set forth in section 51-164n.

Section 6 (New) (Effective January 1, 2027)

The Department of Motor Vehicles shall provide the Department of Transportation and any vendor with information regarding the owner of a motor vehicle identified by a dynamic part-time lane control system as allegedly violating the provisions of section 13a-271. Such information shall include, but need not be limited to, the make and number plate of such motor vehicle and the name and address of the owner of such motor vehicle.

Section 7 (New) (Effective January 1, 2027)

If an owner fails to (1) pay the fine and any additional fee imposed for a violation or conviction of section 13a-271, (2) submit a plea of not guilty by the answer date, or (3) appear for any scheduled court appearance at the time and place assigned, the

Commissioner of Motor Vehicles may refuse to register or suspend the registration of the motor vehicle operated at the time of such violation.

Section 8 (New) (Effective January 1, 2027)

(a) No personally identifiable information shall be sold or disclosed by the department or a vendor to any person or entity except where the disclosure is made (1) in connection with the charging, collection and enforcement of the fines imposed pursuant to section 13a-271, (2) pursuant to a judicial order, including a search warrant or subpoena, in a criminal proceeding, or (3) to comply with federal or state laws or regulations.

(b) No personally identifiable information shall be stored or retained by the department or a vendor unless such information is necessary for the collection and enforcement of the fines imposed pursuant to section 13a-271.

(c) The department or a vendor may disclose aggregate information and other data gathered from dynamic part-time lane control systems that does not directly or indirectly identify an owner or a motor vehicle for research purposes authorized by the Commissioner of Transportation.

(d) Except as otherwise provided by law or in connection with an administrative summons or judicial order, including a search warrant or subpoena, in a criminal proceeding, the department or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of section 4 not later than one year after any fine is imposed or the resolution of a trial conducted for the alleged commission of such violation.

(e) Personally identifiable information shall not be deemed a public record, for purposes of the Freedom of Information Act, as defined in section 1-200.

Section 9 (New) (Effective January 1, 2027):

Notwithstanding any other provision of law, a municipality is authorized and empowered to establish (1) bus operation related traffic regulations and (2) a program imposing monetary liability on the owner of a vehicle for failure of an operator of a motor vehicle to comply with bus operation related traffic regulations promulgated under this section.

Sec. 10 (New) (Effective January 1, 2027):

(a) Within a municipality that has established a bus transit program on a highway selected by the Office of State Traffic administration as a dynamic part time lane under section 1 of this act, the owner of a vehicle shall be liable for a penalty imposed pursuant section 4 of this act if (1) such vehicle was used or operated in violation of any bus lane restrictions that apply to such program and (2) such violation is evidenced by information

obtained from a dynamic part time lane control system or witnessed by a duly sworn officer of either the state or the municipality where the violation occurred.

(b) For purposes of the implementation of such program, the department shall operate dynamic part time lane control system that may be activated at locations determined by the department and on buses authorized by the department. The department may enter into agreements with a municipality for participation in the state's dynamic part time lane control system as established under this act.

Sec. 11 (New) (Effective January 1, 2027):

The Commissioner of Transportation may adopt regulations, in accordance with the provisions of chapter 54, to implement the provisions of this act and establish standards and procedures for dynamic part-time lane and dynamic part time lane control systems.



Agency Legislative Proposal

2026 Session

General Information

Agency	Dept. of Transportation
Proposal Name	Legislation to be repealed
Legislative Liaison	Joshua Beckett Flores
Division Requesting Proposal	Legislative Affairs/Commissioner Office
Drafter	Joshua Beckett Flores, Philip Mainiero

Overview

Brief Summary of Proposal

Repeals the exemption from OSTA for the Port Eastside development in East Hartford.
Repeals the memorial naming in honor of Francis "Rip" Callahan.

What problem is this proposal looking to solve?

Public Act 25-90 exempts the same Port Eastside district improvements from laws: 1. requiring major traffic-generating developments to get a certificate of operation from the Office of the State Traffic Administration (OSTA); 2. authorizing OSTA and local traffic authorities to require traffic controls for access to and from specified parking areas or commercial establishments with an entrance or exit on or near a state or local road, as applicable; 3. establishing a 60-day timeframe for the Department of Transportation and OSTA to make a final determination on economic development project petitions, applications, or requests; 4. authorizing traffic authorities to make and enforce temporary regulations to cover emergencies and special conditions; 5. allowing anyone aggrieved by a traffic authority's order or regulation under the traffic control and highway safety laws to appeal it; 6. setting penalties for failing to comply with traffic control and safety orders and damaging or removing traffic control devices, signs, or lights; 7. requiring OSTA, if requested, to put up special warning signs near the residences of children who are deaf; and 8. allowing OSTA or a local traffic authority to designate locations on roads within their respective jurisdictions at which signs saying "Requires Use of Signal Lights When Changing Lanes" may be put up.

Memorial naming already completed by the town of Newington, delegation requested the removal of the state naming.

How does the proposal solve the problem?

Removes the exemption from the prior session's public act, and thus the development will now follow through the OSTA process within CTDOT.

Removes the naming from the state statutes, therefore the road will be available to receive another naming chosen by the delegation.

Section by section summary:

Section #(s)	Section Summary
1	P.A. 25-90
2	P.A. 25-65 Section 38

Statutory Reference: N/A

Background

☒ New Proposal ☐ Resubmission

Have there been any changes in federal laws or regulations that make this legislation necessary?

No

Have there been any changes in state laws or regulations that make this legislation necessary?

Yes Both repealing acts were included in legislation in 2025.

Has this proposal or a similar proposal been implemented in other states?

No

Have certain constituencies called for this proposal?

Yes Sec 2. The town of Newington already proceeded with a memorial naming for Francis Callahan and this legislation is duplicative.

Interagency Impact

☒ Check here if this proposal does NOT impact other agencies

Agency	N/A
Contact	N/A
Date Contacted	
Status	N/A
Open Issues	N/A

Fiscal Impact

☒ No Fiscal Impact

☐ Budget Option Submitted

Include the section number(s) which have a fiscal impact and the anticipated impact:

State

No

Municipal

No

Federal

No

Other Information

If there is any additional information we should know, please detail below:

Public Act 25-90 takes the extreme step of removing jurisdiction over this development away from the agency of cognizance, at a time when road safety is a core focus of CTDOT and the Lamont Administration. This would set a dangerous precedent that every future developer will seek to duplicate. CTDOT knows that our state transportation network(s) is a statewide multimodal interlinking system. Developments that influence this network through traffic impacts are regulated by the department so they can be factored into our current and future statewide and regional planning initiatives and programs. However, allowing for exemptions in our current approval processes -which are focused on safety and transportation efficiency- creates holes in our state network and can have adverse effects that ripple far beyond the local project. Related to the East Hartford development area, generally bounded by East River Drive to the west and south, Jayce Street to the East and Pitkin Street to the north, the CTDOT has the following concerns:

Roadway Safety

- This PA removes the state agency typically responsible for ensuring a development does not adversely affect the safety of the traveling public.
 - The OSTA process that ensures roadways used by the public meet federal requirements with respect to signage, markings, and control will not be followed for this development.
 - Interactions between motor vehicles and more vulnerable roadway users such as bicyclists and pedestrians will not be reviewed by professional staff to ensure the state's interests are considered.
 - Exempting the OSTA process removes the requirement of following state policies regarding design processes and requirements specifically formulated to ensure safety of the motoring public, including, but not limited to:
 - Complete Streets Policies that prioritize the safety of non-motorized transportation users

- Intersection Control Evaluation Policies that ensure that decisions made in selecting correct traffic control are data driven and focused on improved safety.
- P.A. 25-90 eliminates the responsibility from the developer to provide infrastructure improvements to mitigate impacts generated by the proposed development's traffic.

Road Congestion

- This development abuts an on and off ramp for Route 2 to the north. The proposal is a large mixed-use development and contains significant potential to generate traffic that can back up the state limited access highways. This situation increases the risk of a high-speed collision.
- This development will generate a large volume of peak hour traffic even when considering multi-modal options. OSTA Major Traffic Generator (MTG) regulation should be required. Level of regulation (Certificate or Administrative Decision) as of yet unknown, depending on traffic impacts to State system.

Regional/Statewide Planning

Public Transportation Planning

- If a development is going through the OSTA processes, CTDOT transit/rideshare would be aware and review it to consider the impact when we perform service reviews. However, CTDOT would need funding (or need to reduce service somewhere else) to serve a new development. This proposal would take away the ability of the agency to plan for the impact of the development on the transit network and needs.

Legislative Language

Insert fully drafted bill below. Please use standard legislative drafting considerations, as published by LCO [here](#).

Sec. 1 – Section 2, of Public Act 25–90 is amended to read as follows (Effective from passage):

(a) Notwithstanding any provision of the general statutes, unless otherwise required by federal law, the provisions of this section shall govern the issuance of any state approval for district improvements concerning the Port Eastside Infrastructure Improvement District established pursuant to section 1 of this act. If the district enters into a written agreement with any public entity for work to be performed in connection with the district improvements, including, but not limited to, obtaining a permit, license or governmental approval, acquiring real property or construction of sewer, water, steam or other utility connections, any administrative action taken by such public entity in connection with such work shall be governed by the provisions of this section unless otherwise required by federal law or any other agreement to which such public entity is bound.

(b) Any approval for district improvements shall be issued by the commissioner with jurisdiction over such approval, or such other state official as such commissioner shall designate, and no other agency, commission, council, committee, panel or other body other than such commissioner, unless specifically designated by such commissioner, shall have jurisdiction over any such approval. No notice of a tentative or final determination regarding any such approval and no notice of any such approval shall be required except as provided in this section.

(c) Any application for an approval for district improvements required by any applicable provision of the general statutes shall be submitted to the commissioner having jurisdiction as provided in this subsection. The commissioner shall, to the extent practicable in the discretion of the commissioner, adopt a master process to consider multiple licenses, permits, approvals and administrative actions pursuant to this section. Unless denied by the commissioner, any license or permit shall be issued, approval shall be granted as requested and administrative action shall be taken not later than ten business days after the date of submission of any such application unless a hearing is required to be held concerning such application. Such application shall be deemed granted as requested on the eleventh business day after a hearing is held on such application unless the commissioner has denied such application or approved such application with conditions. Any requirement for a permit or inspection by the State

Building Inspector or State Fire Marshal shall be satisfied if the district obtains a certification from an engineer or other appropriate professional duly certified or licensed in the state certifying that the work in connection with the district improvements, to the extent such work is subject to approval by the State Building Inspector or State Fire Marshal, is in compliance with the State Building Code or fire code and safety regulations, as applicable.

(d) Any hearing regarding all or part of the district improvements shall be conducted by the commissioner. Notice of any such hearing shall be published in a newspaper having a general circulation in the town of East Hartford not more than ten and not less than five days before such hearing.

(e) Any application, documentation or other records (1) submitted to a commissioner, and (2) pertaining to an application for an approval for district improvements, together with all records of the proceedings of the commissioner relating to any such application, shall be a public record and shall be made, maintained and disclosed in accordance with the provisions of chapter 14 of the general statutes.

(f) In rendering a decision on any application for an approval for district improvements, a commissioner shall weigh all competent material and substantial evidence presented by the applicant and the public. The commissioner shall issue written findings and determinations upon which any such decision is based. Such findings and determinations shall consist of evidence presented, including such information as the commissioner deems appropriate, provided such information, to the extent applicable, relates to any major adverse health or environmental impact of the overall district improvements. The commissioner may reverse or modify any order or action at any time upon the commissioner's own motion. The procedure for such reversal or modification shall be the same as the procedure for the original proceeding.

(g) Any administrative action taken by any commissioner in connection with the district improvements may be appealed by a party aggrieved by such action to the superior court for the judicial district of Hartford in accordance with the provisions of section 4-183 of the general statutes. Such appeal shall be brought not more than ten days after the date the commissioner mails to the parties to the proceeding a notice of such order, decision or action by certified mail, return receipt requested. The appellant shall serve a copy of the appeal on each party listed in the final order, decision or action at the address shown in such decision. Failure to make such service within the ten days on parties other than the commissioner who rendered the final order, decision or action may not, in the discretion of the court, deprive the court of jurisdiction over the appeal. Not later than ten

days following the service of such appeal, or within such further time as may be allowed by the court, the commissioner who rendered such decision shall cause any portion of the record that had not been transcribed to be transcribed and shall cause the original or a certified copy of the entire record of the proceeding appealed from to be transmitted to the reviewing court. The record shall include the commissioner's findings of fact and conclusions of law, separately stated. If more than one commissioner has jurisdiction over the matter, such commissioners shall issue joint findings of fact and conclusions of law. The appeal shall state the reasons upon which such appeal is predicated and, notwithstanding any provisions of the general statutes, shall not stay the development of the improvements. The commissioner who rendered the decision shall appear as the respondent. Appeals to the superior court shall be privileged matters and shall be heard as soon after the return date as practicable. The court shall render its decision not later than twenty-one days after the date that the entire record with the transcript is filed with the court by the commissioner who rendered the decision.

(h) (1) In an appeal pursuant to subsection (g) of this section, the court shall not substitute its judgment for that of the commissioner as to the weight of the evidence presented on a question of fact. The court shall affirm the decision of the commissioner unless the court finds that substantial rights of the party appealing the decision have been materially prejudiced because the administrative findings, inferences, conclusions or decisions of the commissioner are: (A) In violation of constitutional or statutory provisions, (B) in excess of the statutory authority of the commissioner, (C) made upon unlawful procedure, (D) affected by an error of law, (E) clearly erroneous in view of the reliable, probative and substantial evidence on the whole record, or (F) arbitrary, capricious or characterized by abuse of discretion or clearly unwarranted exercise of discretion.

(2) If the court finds material prejudice, it may sustain the appeal, and upon sustaining an appeal may render a judgment that modifies the decision of the commissioner, orders particular action of the commissioner or orders the commissioner to take such action as may be necessary to effect a particular action. The commissioner may issue a permit consistent with such judgment. An applicant may file an amended application, and the commissioner may consider such amended application for an approval for district improvements following such court action.

[(i) Except as provided in this section, the district improvements shall be exempt from the provisions of sections 14-311 to 14-314d, inclusive, of the general statutes.]

Sec. 2 – Section 38 of Public Act 25-65 is repealed. (Effective from passage)