



# Governor Ned Lamont

## Fact Sheet: 2026 Legislative Proposal

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### HOUSE BILL 5036

#### *AN ACT STREAMLINING RESIDENTIAL SOLAR PERMITTING AND ENERGY INFRASTRUCTURE*

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#### **The Current Situation**

Over the last few years, the state has prioritized building out clean energy to respond to pollution and climate change, but permitting clean energy and electric vehicle (EV) infrastructure is still too slow and difficult. Getting rooftop solar permitted and interconnected requires multiple permits from local jurisdictions and the utility companies. This slows down and increases costs for installation, a timely and pressing issue with the removal of federal tax credits. In addition, Connecticut faces significant procedural barriers to installing EV chargers and solar on state land, making it more difficult for the state to lead by example.

#### **Governor Lamont's Solution**

Require DAS to implement a statewide solar permitting platform by July 1, 2028. Developers or homeowners would then apply to this platform instead of their local building official and would receive an instant, automatic permit for small systems that comply with the building code.

Require cities and towns to accept building permits issued by the automated system, while giving municipalities the option to implement their own alternative platform by January 1, 2029. Connecticut towns including East Hartford and Guilford already use SolarAPP+, a platform developed by the National Renewable Energy Laboratory that allows similar streamlined rooftop solar permitting.



Simplify permitting processes for state energy infrastructure. The Connecticut Environmental Policy Act (CEPA) requires significant public process before the state takes action affecting the environment. This includes actions that are likely to have positive environmental impacts, such as building electric vehicle infrastructure or solar generation on developed state land. This proposal exempts those items from CEPA and explicitly allows joint financing arrangements with a landlord or third-party financing entity on land that the state leases rather than owns, if it's to the benefit of the state.