



Senate

General Assembly

File No. 386

February Session, 2022

Substitute Senate Bill No. 390

Senate, April 11, 2022

The Committee on Transportation reported through SEN. HASKELL of the 26th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING GOLF CARTS, BLOOD TRANSPORT VEHICLES, WRONG-WAY SIGNS, THE USE OF TOWN AID ROAD GRANTS AND A MICROTRANSIT PILOT PROGRAM.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subdivision (59) of section 14-1 of the 2022 supplement to
2 the general statutes is repealed and the following is substituted in lieu
3 thereof (*Effective July 1, 2022*):

4 (59) "Motor vehicle" means any vehicle propelled or drawn by any
5 nonmuscular power, except aircraft, motor boats, road rollers, baggage
6 trucks used about railroad stations or other mass transit facilities,
7 electric battery-operated wheel chairs when operated by persons with
8 physical disabilities at speeds not exceeding fifteen miles per hour, golf
9 carts operated on highways solely for the purpose of crossing from one
10 part of the golf course to another or operated on state highways, located
11 in municipalities where the traffic authority authorized the operation of
12 golf carts pursuant to section 14-300g, solely for the purpose of crossing
13 such state highways, golf-cart-type vehicles operated on roads or

14 highways on the grounds of state institutions by state employees,
15 agricultural tractors, farm implements, such vehicles as run only on rails
16 or tracks, self-propelled snow plows, snow blowers and lawn mowers,
17 when used for the purposes for which they were designed and operated
18 at speeds not exceeding four miles per hour, whether or not the operator
19 rides on or walks behind such equipment, motor-driven cycles, as
20 defined in section 14-286, special mobile equipment, as defined in
21 section 14-165, mini-motorcycles, as defined in section 14-289j, electric
22 bicycles, electric foot scooters and any other vehicle not suitable for
23 operation on a highway;

24 Sec. 2. (NEW) (*Effective October 1, 2022*) (a) As used in this section, (1)
25 "high occupancy vehicle lane" means a traffic lane reserved for the
26 exclusive use of vehicles with an operator and one or more passengers,
27 (2) "blood transport vehicle" means a motor vehicle owned by a
28 nonprofit general blood banking operation or nonprofit blood collection
29 facility licensed by the state that transports human blood and blood
30 products, and (3) "blood products" means any substance derived from
31 human blood, including, but not limited to, plasma, platelets and red or
32 white blood cells.

33 (b) The Office of the State Traffic Administration may designate a
34 lane on any multiple lane limited access highway as a high occupancy
35 vehicle lane and erect or cause to be erected signs identifying any such
36 high occupancy vehicle lane. The office shall permit the operator of a
37 blood transport vehicle to use any such high occupancy vehicle lane,
38 regardless of the number of passengers in such vehicle, provided the
39 operator (1) is transporting human blood and blood products between
40 a collection point and a hospital or storage center; (2) displays a
41 removable decal or sign indicating such vehicle is transporting human
42 blood and blood products between a collection point and a hospital or
43 storage center on each side of such vehicle and at the rear of such
44 vehicle; and (3) displays the logo or emblem of the nonprofit general
45 blood banking operation or nonprofit blood collection facility, as the
46 case may be, on each side of such vehicle.

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

50 Sec. 3. (*Effective from passage*) Not later than January 1, 2024, the
51 Commissioner of Transportation shall complete the installation of
52 wrong-way signs, as described in subdivision (13) of subsection (a) of
53 section 40 of public act 20-1, on exit ramps from interstate highways that
54 are prone to motor vehicle accidents.

55 Sec. 4. Section 13a-175a of the general statutes is repealed and the
56 following is substituted in lieu thereof (*Effective July 1, 2022*):

57 (a) [For] Except as provided in subsection (b) of this section, for each
58 fiscal year there shall be allocated twelve million five hundred thousand
59 dollars out of the funds appropriated to the Department of
60 Transportation, or from any other source, not otherwise prohibited by
61 law, to be used by the towns for construction, reconstruction,
62 improvement or maintenance of highways, sections of highways,
63 bridges or structures incidental to highways and bridges or the
64 improvement thereof, including the plowing of snow, the sanding of icy
65 pavements, the trimming and removal of trees, the installation,
66 replacement and maintenance of traffic signs, signals and markings,
67 [and] for traffic control and vehicular safety programs, traffic and
68 parking planning and administration, and other purposes and
69 programs related to highways, traffic and parking, [and] for the
70 purposes of providing and operating essential public transportation
71 services and related facilities, and for the purposes of engineering
72 studies and planning services related to efforts regarding flood
73 mitigation and municipal stormwater planning.

74 (b) [Notwithstanding the provisions of subsection (a) of this section,
75 the] The Secretary of the Office of Policy and Management, in the
76 secretary's discretion, may approve the use of funds by a town for
77 purposes other than those enumerated in [said] subsection (a) of this
78 section.

79 Sec. 5. (*Effective from passage*) (a) As used in this section, "microtransit"
 80 means transportation by a multipassenger vehicle that uses a digital
 81 network or software application service to offer fixed or dynamically
 82 allocated routes and schedules in response to individual or aggregate
 83 consumer demand.

84 (b) The Commissioner of Transportation shall establish a pilot
 85 program to test microtransit services in the state, including rural areas
 86 not currently served by public transportation. The commissioner may
 87 enter into agreements with third parties to provide such services.

88 (c) Not later than January 1, 2025, the commissioner shall submit a
 89 report on the implementation of the pilot program and
 90 recommendations concerning the future deployment of microtransit
 91 services in the state to the joint standing committee of the General
 92 Assembly having cognizance of matters relating to transportation, in
 93 accordance with the provisions of section 11-4a of the general statutes.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2022</i>	14-1(59)
Sec. 2	<i>October 1, 2022</i>	New section
Sec. 3	<i>from passage</i>	New section
Sec. 4	<i>July 1, 2022</i>	13a-175a
Sec. 5	<i>from passage</i>	New section

Statement of Legislative Commissioners:
 Section 2(a)(3) was rewritten for accuracy and in Section 5(c), "of microtransit services in the state" was added for clarity.

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 23 \$	FY 24 \$
Department of Transportation	TF - Cost	Up to 200,000	None

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

Section 3 requires the Department of Transportation (DOT) to complete the installation of wrong-way signs as authorized in PA 20-1 and does not result in a fiscal impact because relevant costs for the signs have already been allocated by the State Bond Commission.

Section 4 expands the eligible use of town aid road funds for additional purposes and does not result in a fiscal impact as it does not change any municipality's grant funding or the total authorization for the grant.

Section 5 requires DOT to establish a microtransit pilot program and authorizes the Department to enter into agreements with third parties to provide such services. The fiscal impact of this section will depend on the scope of the pilot and whether any federal or local funds are available as a cost share. Based on prior experience in the state, it is expected that a local or regional pilot could cost up to \$200,000.

The other sections of the bill do not result in a fiscal impact.

The Out Years

None

OLR Bill Analysis**sSB 390*****AN ACT CONCERNING GOLF CARTS, BLOOD TRANSPORT VEHICLES, WRONG-WAY SIGNS, THE USE OF TOWN AID ROAD GRANTS AND A MICROTRANSIT PILOT PROGRAM.*****SUMMARY**

This bill makes the following unrelated changes in the transportation statutes:

1. allows golf carts to cross state-owned roads located in municipalities that have authorized golf cart use on municipal roads (see BACKGROUND) (§ 1),
2. allows “blood transport vehicles” to use high occupancy vehicle (HOV) lanes under specified conditions and codifies the Office of the State Traffic Administration’s (OSTA) authority to designate and make rules for HOV lanes (§ 2),
3. makes engineering studies and planning services for flood mitigation and municipal stormwater planning eligible uses of town aid road (TAR) funds (§ 4), and
4. requires the Department of Transportation (DOT) to establish a microtransit pilot program (§ 5).

The bill also sets January 1, 2024, as the deadline by which DOT must finish installing wrong way signs on exit ramps from interstate highways that are prone to accidents, as required in the 2020 bond act (PA 20-1, § 40) (§ 3).

EFFECTIVE DATE: Upon passage, except that the (1) golf cart and TAR provisions are effective July 1, 2022, and (2) HOV provision is effective October 1, 2022.

§ 1 — GOLF CARTS CROSSING STATE ROADS

The bill allows golf carts to cross state-owned roads in municipalities that have authorized golf cart use on municipal roads. It does so by exempting golf carts in this specific circumstance from the definition of motor vehicle, which allows them to operate unregistered. In practice, golf carts are considered unsuitable for public road use and therefore cannot be registered with the Department of Motor Vehicles.

Existing law already allows golf carts to cross state-owned roads to travel from one part of a golf course to another.

§ 2 — HOV LANES AND BLOOD TRANSPORT VEHICLES

Under existing agency practice, OSTA designates lanes on multi-lane limited access highways as HOV lanes and erects signs indicating the lanes and the rules for their use. The bill codifies this authority and allows OSTA to adopt regulations to implement the bill's provisions.

The bill also requires OSTA to allow "blood transport vehicles" to use HOV lanes, regardless of the number of passengers, when the vehicle is transporting human blood and blood products between a collection point and a hospital or storage center. A blood transport vehicle is a vehicle owned by a nonprofit general blood banking operation or state-licensed nonprofit blood collection facility and used to transport blood and blood products (e.g., plasma or platelets).

To use the HOV lane, the bill requires blood transport vehicles to display, on each side and the rear, a removable decal or sign indicating that it is transporting blood and blood products between a collection point and a hospital or storage center. The vehicle must also display the logo or emblem of the blood banking operation or collection facility, as applicable, on each side of the vehicle.

Federal law establishes HOV lane rules that states must follow, generally requiring that the lanes be restricted to vehicles with at least two occupants with certain exceptions (23 U.S.C. § 166). The recent federal infrastructure bill expanded these exceptions to include blood transport vehicles (Infrastructure Investment and Jobs Act, P. L. 117-58,

§ 11527).

§ 5 — MICROTRANSIT PILOT PROGRAM

The bill requires the DOT commissioner to establish a pilot program to test microtransit services in the state, including in rural areas not currently served by public transportation. “Microtransit” is transportation by a multipassenger vehicle that uses a digital network or software application to offer fixed or dynamically allocated routes and schedules in response to individual or aggregate consumer demand. Under the bill, DOT may contract with third parties to provide microtransit services.

By January 1, 2025, the bill requires the DOT commissioner to submit a report to the Transportation Committee on the pilot program’s implementation and any recommendations for future use of microtransit services.

BACKGROUND

Municipal Authorization of Golf Carts

By law, municipalities may authorize the use of golf carts on roads under their jurisdiction, subject to the following conditions:

1. the permitted use must be on roads with a posted speed limit of 25 miles per hour or less and limited to daylight hours,
2. golf carts must be equipped with an operable horn that satisfies state legal requirements and a flag that helps drivers of other vehicles to see the cart, and
3. operators must carry a valid driver’s license (CGS § 14-300g(a)).

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 33 Nay 2 (03/24/2022)