*Substitute Senate Bill No. 1377*

# *Public Act No. 25-65*

***AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION AND CONCERNING TRANSPORTATION NETWORK COMPANIES AND DRIVERS, THE PROJECTION OF A LASER AT AN AIRCRAFT OR FLIGHT PATH, AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES, SMALL HARBOR IMPROVEMENT PROJECTS, THE CONNECTICUT PUBLIC TRANSPORTATION COUNCIL, BUS PUBLIC TRANSPORTATION SERVICES AND THE NAMING OF CERTAIN ROADS AND BRIDGES.***

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

Section 1. Section 13a-255 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2026*):

(a) For the purposes of this section:

(1) "NSRS" means the National Spatial Reference System or a successor program;

(2) "Metadata" means the information about a data element that provides context for that data element, such as the geodetic reference system utilized, applicable epoch, statement of relative accuracy and date of observation;

(3) "National Geodetic Survey" or "NGS" means the agency of the National Oceanic and Atmospheric Administration within the United

States Department of Commerce, or its successor; and

(4) "Connecticut Plane Coordinate System" or "CPCS" means the system established pursuant to this section that is identical to the state plane coordinate system as defined for the state of Connecticut by the National Geodetic Survey.

**[**(a)**]** (b) The **[**systems of**]** most recent plane coordinates **[**which**]** that have been established by the National Geodetic Survey **[**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 **[**on**]** 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. 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**]** as the Connecticut Plane Coordinate System. The official geodetic datums to which geodetic coordinates are referenced within the state of Connecticut, including, but not limited to, latitude, longitude, ellipsoid height, orthometric height or dynamic height, shall be as defined within the NSRS.

**[**(b) Said systems shall be designated as the Connecticut coordinate systems, and said commissioner shall be responsible for their extension, revision and maintenance.**]**

(c) The detailed description of the CPCS by the NGS shall be adopted and maintained by the Commissioner of Transportation or the commissioner's designee. Additional systems may be published by the commissioner or the commissioner's designee.

**[**(c) The following definition by the National Ocean Service is adopted:**]**

(d) The plane **[**coordinate values for a point on**]** coordinates of a point 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 **[**U.S. survey**]** meters and decimals of a meter, or international feet and decimals of **[**a**]** 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. 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**]** 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. 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 international foot equals three thousand forty-eight ten-thousandths meters shall be used. Other units may be used in previous or additional coordinate systems as published by the Commissioner of Transportation or the commissioner's designee.

**[**(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 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) The use of the term **[**"Connecticut Coordinate System of 1927" or "the Connecticut Coordinate System of 1983"**]** "Connecticut Plane Coordinate System" on any map, report of survey or other document shall be limited to coordinates based on the **[**Connecticut coordinate systems**]** CPCS, as **[**defined in**]** adopted and maintained pursuant to subsection (c) of this section.

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

**[**(g) Said**]** (h) The commissioner or **[**his agent or agents**]** the commissioner's designee may enter upon private property for the purpose of surveying, establishing or maintaining the survey. **[**He**]** The commissioner or the commissioner's designee 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) The Connecticut Coordinating System of 1927 shall not be used for new mapping after December 31, 1996; the Connecticut Coordinate System of 1983 shall be the sole system for new mapping after said date.**]**

(i) After the official NGS release or the authorization of any subsequent updates to the Connecticut Plane Coordinate System, and upon the approval of its use or update by the Commissioner of Transportation or the commissioner's designee, new state 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 unless such provision would create an 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 the provisions of this section require the revision of any survey, mapping project, deed, record or other document prepared or recorded that utilized any other coordinate

systems previously authorized by the state.

Sec. 2. Section 47-34a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective January 1, 2026*):

(a) Any person who knowingly injures, destroys, disturbs or removes any marker properly placed on any tract of land or street or highway line by a surveyor, or by any person at the direction of a surveyor, for the purpose of designating any point, course or line in the boundary of such tract of land, street or highway, shall be fined not less than five hundred dollars or more than one thousand dollars.

(b) Notwithstanding the provisions of subsection (a) of this section, a surveyor licensed under chapter 391, or a person acting at the direction of any such licensed surveyor, may remove an existing marker in order to place an upgraded marker in the same location.

(c) Any person who knowingly injures, destroys, disturbs or removes any monument that has been established by the National Geodetic Survey **[**or Connecticut Geodetic Survey**]** for use in the determination of spatial location relative to the Connecticut **[**coordinate systems**]** Plane Coordinate System specified in section 13a-255, as amended by this act, or precise elevation datum shall be fined not less than two thousand dollars or more than five thousand dollars.

Sec. 3. Section 14-299 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) For the purpose of standardization and uniformity, no installation of or revision to 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 or symbols. Such lights or arrows shall apply to drivers of vehicles, pedestrians and operators of bicycles, except when such pedestrians are directed by pedestrian-control signals pursuant to subsection (c) of this section and such operators are directed by bicycle-control signals pursuant to subsection (e) of this section. Such lights or arrows shall indicate the following:

(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 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 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 within a crosswalk and to other traffic lawfully within the intersection.

(c) Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" or the image of a walking person symbolizing "Walk" or an upraised hand symbolizing "Don't Walk" are in place, pedestrians shall comply with such signals. Such signals shall indicate as follows: (1) "Walk" or walking person symbol: 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; and (2) "Don't Walk" or upraised hand symbol: No pedestrian shall start

to cross the roadway in the direction of such signal, but any pedestrian who has partially completed crossing on the walk signal shall proceed to a sidewalk or safety island while the flashing "Don't Walk" or flashing upraised hand symbol signal is showing.

(d) 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, vehicular traffic 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) Flashing yellow: When a yellow lens is illuminated with rapid intermittent flashes, vehicular traffic facing such signal may proceed through the intersection or past such signal only with caution.

(e) Whenever bicycle-control signals with three lens signal heads exhibiting green, yellow or red bicycle stenciled lenses are in place, the operators of bicycles shall comply with such signals. Such signals shall indicate as follows:

(1) Green bicycle: Bicycle traffic facing a green bicycle signal may proceed in the same manner as if facing a green signal alone as described in subdivision (1) of subsection (b) of this section.

(2) Yellow bicycle: Bicycle traffic facing a yellow bicycle signal is thereby warned in the same manner as if facing a steady yellow signal as described in subdivision (2) of subsection (b) of this section.

(3) Red bicycle: Bicycle traffic facing a red bicycle signal shall stop in the same manner as if facing a steady red signal alone as described in subdivision (3) of subsection (b) of this section, provided bicycle traffic

may cautiously enter the intersection as described in said subdivision.

(4) Flashing red bicycle: When a red bicycle signal is illuminated by rapid intermittent flashes, bicycle traffic shall stop in the same manner as if facing a red lens illuminated by rapid intermittent flashes as described in subdivision (1) of subsection (d) of this section.

(5) Flashing yellow bicycle: When a yellow bicycle signal is illuminated by rapid intermittent flashes, bicycle traffic may proceed as described in subdivision (2) of subsection (d) of this section.

(f) 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.

(g) 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.

(h) 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 indicating where the stop shall be made, but in the absence of any sign

or marking, the stop shall be made at the signal.

(i) As used in this subsection, "light rail transit signal" has the same meaning as described in the Federal Highway Administration's Manual on Uniform Traffic Control Device for Streets and Highways, as amended from time to time, and includes bus rapid transit signals. Whenever a light rail transit signal with multiple lenses exhibiting horizontal, vertical and diagonal lines is in place, the operators of light rail transit and bus rapid transit shall comply with such signals. Such signals shall 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.

Sec. 4. Section 14-251 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 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**]** Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, 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) (1) 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 feet of such intersection or marked crosswalk if**]** unless (A) 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**]** in which case a vehicle may be permitted to remain parked within twenty feet of such intersection or marked crosswalk, or (B) there is an available marked parking space.

(2) On and after October 1, 2025, upon the installation or reinstallation of markings for an intersection or approach to a marked crosswalk with a marked parking space near such intersection or marked crosswalk, the traffic authority having jurisdiction shall cause such marked parking space to be installed or reinstalled (A) at least thirty feet from such intersection or marked crosswalk, or (B) at least twenty feet from 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.

(3) 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 14-301. **[**, 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) (1) 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.

(2) 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.

(3) 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**]** (1) Except as provided in subdivision (2) of this subsection, any person who violates any provision of this section shall be deemed to have committed an infraction.

(2) Any person who violates the provisions of subsection (a) of this section with regard to permitting a vehicle to remain stationary within

ten feet of any fire hydrant for a second or subsequent time shall be fined not more than two hundred dollars.

Sec. 5. Subsection (a) of section 13a-124a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) As used in this section, "specific service sign" means a rectangular sign with the word GAS, FOOD, LODGING, CAMPING, **[**or**]** ATTRACTION or EV CHARGING or any other word permitted in the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, 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.

Sec. 6. Subsection (a) of section 13a-98i of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 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**]** any act of Congress

providing for federal surface transportation funding 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 and shall pay the entire portion not paid by the federal government on state maintained roadways or facilities.

Sec. 7. Section 13a-98e of the general statutes is repealed and the following is 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.

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

As used in sections 13a-98e, 13a-98f and 13a-98i to 13a-98k, inclusive, as amended by this act, "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**]** provisions of any act of Congress providing for federal surface transportation funding and all applicable federal regulations.

Sec. 9. Section 13a-60 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

The commissioner or **[**his**]** the commissioner's 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**]** the commissioner or the commissioner's agent may also enter private property for the purpose of performing borings, soundings or other tests required to accomplish any of the foregoing objectives with respect to such highways **[**. He**]** or railroad facilities. The commissioner or the commissioner's agent 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**]** the commissioner or the commissioner's agent 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**]** the commissioner's agent after **[**he**]** the commissioner or the commissioner's agent 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**]** such property for the purpose of performing borings, soundings or other tests. If the owner accepts such assessment of damages, **[**he**]** the owner shall notify

the commissioner in writing, and said commissioner shall pay such sum to **[**said**]** such owner within thirty days or, after the expiration of **[**said**]** such thirty days, shall pay such sum with interest at six per cent. If the owner is aggrieved by such assessment, **[**he**]** the owner 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.

Sec. 10. Section 13b-244 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 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**]** the agents of such company or of the commissioner enter such places as may be designated by its directors or the commissioner for the purpose of making surveys and determining the line whereon to construct **[**its**]** a railroad and may construct, equip and maintain a railroad, with one or more tracks, over the route specified in its charter, in the case of the railroad company, and transport persons or property thereon by any power.

Sec. 11. Subsection (b) of section 13b-36 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(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 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.

Sec. 12. Section 7-273*l* of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) As used in this section, "urbanized area" has the same meaning as provided in 49 USC 5302(24), as amended from time to time, and "rural area" has the same meaning as provided in 49 USC 5302(17), as amended from time to time.

(b) Each transit district established under this chapter or any special act may (1) impose service charges and user fees on persons using transit systems operated by such district, and (2) apply for funding from the Department of Transportation in accordance with the provisions of this section to finance the construction, acquisition, purchase, lease or operation of a mass transit system and related programs authorized under section 7-273b. Commencing with the fiscal year ending June 30, 1984, **[**until June 30, 2024, inclusive**]** and each fiscal year thereafter, the commissioner shall distribute such funds to each transit district located in an urbanized area or a rural area in the same manner as the formula specified under 49 USC 5307, as amended from time to time, or 49 USC 5311, as amended from time to time. **[**Commencing with the fiscal year ending June 30, 2025, and each fiscal year thereafter, the commissioner shall distribute such funds to each transit district located in a rural area in the same manner as the formula specified under 49 USC 5311, as amended from time to time.**]** Any municipality providing transit service that is not part of a transit district may either establish a transit district under the provisions of this chapter to assume operating control of such service or negotiate an agreement with the Department of

Transportation to administer the operation of such service. In the latter case, the department shall provide financial assistance to such municipality according to the formula specified in this section. As a condition of receiving any funds under this subsection, a transit district or municipality shall meet eligibility criteria established by the commissioner, including, but not limited to, deriving a portion of operating costs from service charges, user fees, federal or local subsidies and sources other than from state subsidies.

**[**(c) Commencing with the fiscal year ending June 30, 2025, and each fiscal year thereafter, the Commissioner of Transportation shall distribute to each transit district located in an urbanized area an amount equivalent to the total amount of funds distributed to the transit district pursuant to subsection (b) of this section by the commissioner during the fiscal year ending June 30, 2024.

(d) In addition to the funding distributed pursuant to the provisions of subsection (c) of this section, commencing with the fiscal year ending June 30, 2025, and each fiscal year thereafter, the Commissioner of Transportation shall establish a grant program to assist transit districts located in urbanized areas to maintain and expand transit services, provide regional transit services and upgrade the equipment, facilities and infrastructure incident to the provision of transit services. The commissioner shall establish eligibility criteria, an application process, evaluation criteria and reporting requirements for the grant program. The commissioner shall prioritize grant awards to transit districts where the municipality that formed the transit district has a population of one hundred thousand or more, as determined by the most recent population estimate by the Department of Public Health, and transit districts where the member municipalities included in the transit district have a combined population of one hundred thousand or more.**]**

**[**(e)**]** (c) The Commissioner of Transportation shall adopt regulations, in accordance with the provisions of chapter 54, to implement the

purposes of this section.

Sec. 13. Section 13b-79t of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

The Department of Transportation may solicit bids or qualifications for equipment, materials or services for a project funded pursuant to subsection (a) of section 3-20a, subsection (c) of section 4-66c, subdivision (4) of subsection (a) of section 13b-57d, section 13b-61a, subdivision (3) of section 13b-78k, section 13b-78n, subsection (a) of section 13b-78p, sections 13b-79o to **[**13b-79y**]** 13b-79x, inclusive, or sections 19, 24, 25 or 33 to 35, inclusive, of public act 06-136 at any time in the fiscal year, notwithstanding the fact that all required funds may not be available for the expenditure until later in the same or succeeding fiscal year.

Sec. 14. Section 13b-17 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) The commissioner may adopt regulations, in accordance with the provisions of chapter 54, for the efficient conduct of the business of the department. The commissioner may delegate (1) to the Deputy Commissioner of Transportation any of the commissioner's duties and responsibilities; (2) to the bureau chief for an operating bureau any of the commissioner's duties and responsibilities which relate to the functions to be performed by that bureau; and (3) to other officers, employees and agents of the department any of the commissioner's duties and responsibilities that the commissioner deems appropriate, to be exercised under the commissioner's supervision and direction.

(b) The commissioner may adopt regulations, in accordance with the provisions of chapter 54, establishing reasonable fees for any application submitted to the Department of Transportation or the Office of the State Traffic Administration for any of the following: (1) **[**a**]** A state highway

right-of-way encroachment permit, **[**or**]** (2) a certificate of operation for an open air theater, shopping center or other development generating large volumes of traffic pursuant to section 14-311, or (3) a state highway right-of-way encroachment permit for an open air theater, shopping center or other development generating large volumes of traffic pursuant to section 14-311, provided the fees so established shall not exceed one hundred twenty-five per cent of the estimated administrative costs related to such applications. The commissioner may exempt municipalities from any fees imposed pursuant to this subsection.

**[**(c) Not later than January 1, 2018, the commissioner shall establish fees for any application submitted to the Department of Transportation or the Office of the State Traffic Administration for a state highway right-of-way encroachment permit for an open air theater, shopping center or other development generating large volumes of traffic pursuant to section 14-311. Such fees shall mirror the amounts charged for such permits by the Massachusetts Department of Transportation.**]**

Sec. 15. Section 14-300 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 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.

(b) At any intersection where special pedestrian-control signals bearing the words "Walk" or "Don't Walk" or the image of a walking person symbolizing "Walk" or an upraised hand symbolizing "Don't Walk" are placed, pedestrians may cross the highway only as indicated by the signal. At any intersection where traffic is controlled by other traffic control signals or by police officers, pedestrians shall not cross the highway against a red or "Stop" signal and shall not cross at any place not a marked or unmarked crosswalk. A pedestrian started or starting across the highway or on any such crosswalk shall have the right-of-way over all vehicles, including those making turns, until such pedestrian has reached the opposite curb or safety zone.

(c) Except as provided in subsection (c) of section 14-300c, at any crosswalk marked as provided in subsection (a) of this section or any unmarked crosswalk, provided such crosswalks are not controlled by police officers or traffic control signals, each operator of a vehicle shall grant the right-of-way, and slow or stop such vehicle if necessary to so grant the right-of-way, to any pedestrian crossing the roadway within such crosswalk. For the purposes of this subsection, a pedestrian is "crossing the roadway within such crosswalk" when the pedestrian (1) is within any portion of the crosswalk, (2) steps to the curb at the entrance to the crosswalk and indicates his or her intent to cross the roadway by raising his or her hand and arm toward oncoming traffic, or (3) indicates his or her intent to cross the roadway by moving any part of his or her body or an extension thereof, including, but not limited to, a wheelchair, cane, walking stick, crutch, bicycle, electric bicycle, stroller, carriage, cart or leashed or harnessed dog, into the crosswalk at the entrance to the crosswalk. No operator of a vehicle approaching from the rear shall overtake and pass any vehicle, the operator of which has stopped at any crosswalk marked as provided in subsection (a) of this section or any unmarked crosswalk to permit a pedestrian to cross the roadway. The operator of any vehicle crossing a sidewalk shall yield the right-of-way to each pedestrian and all other traffic upon such

sidewalk.

(d) The operator of a motor vehicle who approaches or comes into the immediate vicinity of a pedestrian who is blind, as defined in subsection (a) of section 1-1f, carrying a white cane or a white cane tipped with red, or a pedestrian being guided by a service animal, shall reduce speed or stop, if necessary, to yield the right-of-way to such pedestrian. No person, except one who is blind, shall carry or use on any street or highway, or in any other public place, a cane or walking stick which is white in color or white, tipped with red. For the purposes of this subsection, "service animal" has the same meaning as provided in section 22-345.

(e) Any crosswalk designated by a traffic authority on or after October 1, 2010, pursuant to subsection (a) of this section shall be required by such authority to have markings, signage, or any control signals deemed necessary by such authority to provide sufficient time for the safe crossing of pedestrians.

(f) The operator of any motor vehicle who violates this section shall be fined not more than **[**five hundred**]** seven hundred fifty dollars.

(g) In any civil action arising under subsection (c) or (d) of this section or sections 14-300b to 14-300d, inclusive, the doctrine of negligence per se shall not apply.

Sec. 16. Section 14-230a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) On any divided limited access highway **[**which**]** that provides more than two lanes for traffic proceeding in the same direction, no operator of any motor vehicle with a commercial registration, motor bus, vehicle with trailer or school bus shall drive in the extreme left lane where the Office of the State Traffic Administration so designates, except (1) on the direction of a police officer, or **[**except**]** (2) when access

to or egress from such highway is provided on the left, in which latter case such operator shall drive in such left lane only for such period as is reasonably necessary to enter or leave such highway safely.

(b) On and after October 1, 2026, any divided limited access highway that provides more than two lanes for traffic proceeding in the same direction, no operator of a motor vehicle, other than a motor vehicle subject to the provisions of subsection (a) of this section, shall drive in the extreme left lane, except (1) when overtaking and passing another vehicle, (2) on the direction of a police officer, (3) when access to or egress from such highway is provided on the left, in which latter case such operator shall drive in such left lane only for such period as is reasonably necessary to enter or leave such highway safely, (4) if such motor vehicle is an emergency vehicle operating pursuant to section 14-283, (5) if the operator is engaged in the maintenance, repair or construction of such highway, or (6) when traffic congestion makes driving in the extreme left lane necessary.

(c) On and after October 1, 2026, the Office of State Traffic Administration shall erect or cause to be erected signs on divided limited access highways that provide more than two lanes for traffic proceeding in the same direction that inform motor vehicle operators of the restricted use of the extreme left lane on such highways pursuant to the provisions this section. Any such sign shall conform with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time.

(d) Any person who violates any provision of this section shall have committed an infraction and shall be fined eighty-eight dollars.

Sec. 17. (*Effective July 1, 2025*) On and after October 1, 2025, and until October 1, 2026, the Commissioner of Transportation shall develop and execute a public awareness campaign to educate the public concerning the restriction on, and fines associated with, driving in the extreme left

lane on any divided limited access highway that provides more than two lanes for traffic proceeding in the same direction pursuant to the provisions of section 14-230a of the general statutes, as amended by this act.

Sec. 18. Subsection (i) of section 54-1m of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(i) The Office of Policy and Management shall, within available resources, review the prevalence and disposition of traffic stops and complaints reported pursuant to this section, including any traffic stops conducted on suspicion of a violation of section 14-227a, 14-227g, 14-227m, **[**or**]** 14-227n or 14-230a, as amended by this act. Not later than July 1, 2014, and annually thereafter, the office shall report the results of any such review, including any recommendations, to the Governor, the General Assembly and any other entity deemed appropriate. The Office of Policy and Management shall make such report publicly available on the office's Internet web site.

Sec. 19. Section 14-289g of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) No person under **[**eighteen**]** twenty-one years of age may (1) operate a motorcycle or a motor-driven cycle, as defined in section 14-1, or (2) be a passenger on a motorcycle or motor-driven cycle, unless such operator or passenger is wearing protective headgear **[**of a type which**]** that conforms to the minimum specifications established in 49 CFR 571.218, as amended from time to time. Any person who violates this section shall have committed an infraction and shall be fined not less than ninety dollars.

(b) As used in this section, the term "motorcycle" **[**shall**]** does not include "autocycle".

Sec. 20. Section 14-286d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) For the purposes of this section and section 14-286e, "bicycle" means any vehicle propelled by the person riding the same by foot or hand power.

(b) No child **[**fifteen**]** seventeen years of age or under shall operate a bicycle, electric bicycle, nonmotorized scooter, skateboard or electric foot scooter or wear roller skates or in-line skates on the traveled portion of any highway, at a skateboarding park or any park unless such child is wearing properly fitted and fastened protective headgear which conforms to the minimum specifications established by the American National Standards Institute, the United States Consumer Product Safety Commission, the American Society for Testing and Materials or the Snell Memorial Foundation's Standard for Protective Headgear for Use in Bicycling, as amended from time to time. Failure to comply with this section shall not be a violation or an offense. Failure to wear protective headgear as required by this subsection shall not be considered to be contributory negligence on the part of the parent or the child nor shall such failure be admissible in any civil action.

(c) A law enforcement officer may issue a verbal warning to the parent or guardian of a child that such child has failed to comply with the provisions of subsection (b) of this section.

(d) A person, firm or corporation engaged in the business of renting bicycles, electric bicycles or electric foot scooters shall provide protective headgear conforming to the minimum specifications established by the American National Standards Institute, the United States Consumer Product Safety Commission, the American Society for Testing and Materials or the Snell Memorial Foundation's Standard for Protective Headgear for Use in Bicycling, as amended from time to time, to any person **[**under sixteen**]** seventeen years of age or under who will

operate the bicycle, electric bicycle or electric foot scooter if such person does not have protective headgear in his or her possession. A fee may be charged for the protective headgear rental. Violation of any of the provisions of this subsection shall be an infraction.

(e) The Commissioner of Consumer Protection shall post on the Department of Consumer Protection's Internet web site information concerning the dangers of riding bicycles, electric bicycles or electric foot scooters, skateboarding, roller skating and in-line skating without protective headgear and promoting the use of protective headgear while riding bicycles, electric bicycles or electric foot scooters, skateboarding, roller skating and in-line skating.

Sec. 21. (NEW) (*Effective July 1, 2025*) The Commissioner of Transportation shall provide advice and technical assistance to municipalities and regional councils of governments regarding the adoption and implementation of Complete Streets standards or policies, as described in Section 11206 of the Infrastructure Investment and Jobs Act, P. L. 117-58, as amended from time to time. The commissioner may also administer grants to municipalities for the purpose of supporting public highway improvement projects that incorporate Complete Streets standards or policies in such municipalities.

Sec. 22. (*Effective from passage*) (a) For the purposes of this section, "intelligent speed assistance device" means a device designed to be installed within a motor vehicle to actively monitor and limit the speed at which a motor vehicle is capable of traveling based on the applicable speed limit where such motor vehicle is being operated.

(b) The Vision Zero Council, established under section 13b-23b of the general statutes, and the Chief State's Attorney shall jointly study and make recommendations concerning the feasibility of leveraging intelligent speed assistance devices to address speeding and reckless driving in the state. The Vision Zero Council and Chief State's Attorney

may partner with an institution of higher education or national transportation research entity to perform such study. Such study shall, at a minimum, (1) examine whether sufficient evidence exists to show that the use of intelligent speed assistance devices changes driving behavior and improves road safety, (2) consider the different types and availability of such devices, (3) estimate the costs associated with the installation and maintenance of such devices to the motor vehicle operator and the state, (4) examine whether such devices work accurately and reliably in unsupervised environments and whether such devices are capable of producing evidence showing such device has not been bypassed, circumvented or tampered with, and (5) if recommending the use of such devices in the state, (A) identify if the installation of such device would be in lieu of, or in addition to, a prescribed penalty or suspension of a motor vehicle operator's license and if such installation would be mandatory or discretionary, (B) identify the types and number of traffic violations that would require or permit the installation of such devices, (C) discuss if any such requirement to install an intelligent speed assistance device should apply differently to motor vehicle operators based upon the age or driving history of the operator, and (D) discuss necessary components of a regulatory framework that would be necessary to ensure the proper and accurate use of such devices.

(c) Not later than January 15, 2026, the Vision Zero Council and the Chief State's Attorney shall submit their findings and any recommendations, including any proposed legislation, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Sec. 23. Section 14-111g of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) (1) For the purposes of this **[**subsection**]** section, "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, 14-289b, 14-296aa, 14-299, 14-300, as amended by this act, 14-301, 14-302 or 14-303, and "suspension violation" means a violation of section 14-222a, 14-224, 14-227a, 14-227m or 14-227n, or section 53a-56b, 53a-57 or 53a-60d. **[**The**]**

(2) Except as provided in subdivision (4) of this subsection, the Commissioner of Motor Vehicles may require any motor vehicle operator who is twenty-four years of age or less, who has been convicted of a moving violation or a suspension violation, or both, committed on two or more occasions to attend a motor vehicle operator's retraining program. **[**The**]**

(3) Except as provided in subdivision (4) of this subsection, the commissioner may require any motor vehicle operator over twenty-four years of age, who has been convicted of a moving violation or a suspension violation or a combination of said violations, committed on three or more occasions to attend a motor vehicle operator's retraining program.

(4) The commissioner shall require (A) any motor vehicle operator convicted of traveling more than seventy-five miles per hour, (B) any person operating a commercial motor vehicle convicted of traveling more than sixty-five miles per hour in a highway work zone, as defined in section 14-212d, **[**or**]** and (C) any **[**person**]** motor vehicle operator convicted of a violation of section 14-222 or subdivision (1) of subsection (c) of section 14-224, to attend a motor vehicle operator's retraining program.

(5) The commissioner shall notify such operator, in writing, of such requirement. A fee of not more than eighty-five dollars shall be charged for the retraining program. The commissioner, after notice and opportunity for hearing, may suspend the motor vehicle operator's

license of any such operator who fails to attend or successfully complete the program until the operator successfully completes the program. The hearing shall be limited to any claim of impossibility of the operator to attend the retraining program, or to a determination of mistake or misidentification.

(b) (1) The retraining program shall be taught by a designee of the Commissioner of Motor Vehicles or by an instructor approved by the commissioner and shall **[**(1)**]** (A) review principles of motor vehicle operation, **[**(2)**]** (B) develop alternative attitudes for those attitudes contributing to aggressive driving behavior, and **[**(3)**]** (C) emphasize the need to practice safe driving behavior.

(2) The retraining program shall be offered by the Department of Motor Vehicles or by any other organization certified by the commissioner to conduct such 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 motor vehicle operator's retraining program. The commissioner shall determine the number of program providers necessary to serve the needs of the public.

(3) Each organization or drivers' school seeking certification or recertification to conduct such retraining 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**]** 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**]** Have a permanent place of business in this state where all operator retraining program records shall be maintained and accessible to the commissioner during normal business hours;

(D) **[**submit**]** 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 operator retraining class; and

(E) **[**electronically**]** Electronically transmit information concerning enrollment and class completion to the commissioner at such times and in such form as the commissioner shall prescribe.

(4) 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.

(c) Any person who is required to attend an operator retraining 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 (a) 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.

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

Sec. 24. Subsection (e) of section 22a-202 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(e) (1) As a part of the Connecticut Hydrogen and Electric Automobile Purchase Rebate program, the Commissioner of Energy and Environmental Protection shall also establish and administer a program to provide rebates or vouchers to residents of the state who purchase an electric bicycle. The commissioner, in consultation with the advisory board, shall establish and revise, as necessary, maximum income eligibility for such rebates or vouchers. Any such rebate or voucher amount shall be in an amount not less than five hundred

dollars. The rebate or voucher program shall be designed to maximize the air quality benefits associated with the deployment of electric bicycles and prioritize providing vouchers to (A) residents of environmental justice communities, (B) residents having household incomes at or below three hundred per cent of the federal poverty level, **[**and**]** (C) residents who participate in state and federal assistance programs, including, but not limited to, the state-administered federal Supplemental Nutrition Assistance Program, state-administered federal Low Income Home Energy Assistance Program **[**,**]** or a federal Head Start program, **[**established pursuant to section 10-16**]** or who receive assistance provided by Operation Fuel, Incorporated, and (D) residents with physical disabilities.

(2) On and after July 1, 2022, and until June 30, 2027, inclusive, an electric bicycle that is eligible for a rebate or voucher under the program shall have a base manufacturer's suggested retail price of not more than three thousand dollars. The provisions of this subdivision shall not apply to an adaptive electric bicycle to be used by a resident with a physical disability.

Sec. 25. Section 13b-117 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) On and after January 1, 2018, each transportation network company shall register annually with the Commissioner of Transportation on a form prescribed by the commissioner. The registration form shall include: (1) The transportation network company's name, business address and telephone number; (2) if the company is registered in another state, the name, address and telephone number of the company's agent for service of process in this state; (3) the name, address and telephone number of a person at the company who will serve as the main contact person for the commissioner; and (4) information sufficient to demonstrate, to the commissioner's satisfaction, that the company is in compliance with the provisions of

this section and sections 13b-118 to 13b-120, inclusive, as amended by this act, and any regulations adopted pursuant to subsection (j) of section 13b-118. Each transportation network company seeking initial registration shall submit with its registration form filed under this section a nonrefundable registration fee **[**of five thousand dollars**]** as described in subsection (b) of this section. Each registration shall be for a period of one year and may be renewed annually **[**. The nonrefundable fee for such renewal shall be five thousand dollars**]** upon receipt by the commissioner of a renewal registration form and accompanying nonrefundable registration fee as described in subsection (b) of this section. The registrant shall file amendments to the registration reporting to the commissioner any material changes in any information contained in the registration not later than thirty calendar days after the registrant knows or reasonably should know of the change.

(b) The initial registration fee and annual renewal fee shall be based on the number of transportation network company drivers with an active account on the transportation network company's digital network at the time of registration or renewal as follows: (1) Five thousand dollars for a transportation network company with less than fifty drivers, (2) ten thousand dollars for a transportation network company with fifty or more drivers, but not more than one hundred ninety-nine drivers, and (3) thirty thousand dollars for a transportation network company with two hundred or more transportation network company drivers.

**[**(b)**]** (c) The commissioner may suspend, revoke or refuse to renew a registration issued pursuant to this subsection if the commissioner determines the transportation network company intentionally: (1) Misled, deceived or defrauded the public or the commissioner; (2) engaged in any untruthful or misleading advertising; (3) engaged in unfair or deceptive business practices; or (4) violated any provision of this section and sections 13b-118 to 13b-120, inclusive, as amended by

this act, or any regulations adopted pursuant to subsection (j) of section 13b-118. Prior to the suspension, revocation or nonrenewal of the registration, the transportation network company shall be given notice and an opportunity for a hearing. Such hearing shall be held in accordance with the provisions of chapter 54. Any transportation network company whose registration has been suspended may, after ninety days, apply to the commissioner to have such registration reinstated.

**[**(c)**]** (d) Any transportation network company that operates in this state without a valid registration or when such registration has been suspended shall be fined not more than fifty thousand dollars.

(e) Not later than January 1, 2026, and annually thereafter, each transportation network company registered in the state shall submit a report to the Commissioner of Transportation, in a form and manner prescribed by the commissioner. Each such report shall use aggregate data from the preceding year and include the following information: (1) The average fare collected from transportation network company riders, (2) the total time transportation network company drivers spent providing prearranged rides, and (3) the total compensation paid to transportation network company drivers for the provision of prearranged rides.

Sec. 26. Subsections (a) to (e), inclusive, of section 13b-118 of the general statutes are repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) (1) A transportation network company shall provide for real-time messaging between the company and the transportation network company driver through the company's digital network when the driver is using the digital network. Such messaging shall be available in both English and Spanish.

**[**(a) (1)**]** (2) After a potential transportation network company rider submits a request for a prearranged ride, the transportation network company shall display to the rider through its digital network a picture of the transportation network company driver and the license plate number of the transportation network company vehicle that will be used to provide the prearranged ride before the rider enters such vehicle.

**[**(2)**]** (3) A transportation network company driver shall display on a transportation network company vehicle a removable decal at all times when the driver is connected to a digital network or is engaged in the provision of a prearranged ride. Such decal shall be: (A) Issued by the transportation network company; (B) sufficiently large so as to be readable during daylight hours at a distance of at least fifty feet; (C) reflective, illuminated or otherwise visible in darkness; and (D) displayed on the passenger side of the transportation network company vehicle if such decal is illuminated.

(b) (1) A transportation network company may charge a fare to a transportation network company rider for a prearranged ride provided the company discloses such fare to the rider through its digital network: (A) The fare or fare calculation method; (B) the applicable rates being charged; and (C) an option to receive an estimated fare before a prearranged ride.

(2) Within a reasonable period of time following the completion of a prearranged ride, a transportation network company shall transmit an electronic receipt to the transportation network company rider on behalf of the transportation network company driver that **[**lists**]** includes: (A) The origin and destination of the prearranged ride; (B) the total time and distance of the prearranged ride; and (C) an itemization of the total fare paid, if any.

(3) A transportation network company shall provide, through its

digital network, a weekly summary to each transportation network company driver regarding the prearranged rides completed by such driver during the previous week. Such summary shall include, but need not be limited to: (A) The total amount of fares collected from transportation network company riders for the provision of such prearranged rides; (B) the total amount earned by such transportation network company driver; and (C) the percentage earned by such transportation network company driver.

**[**(3)**]** (4) No transportation network company driver shall solicit or accept cash payments for fares from transportation network company riders. Any payment for a prearranged ride shall be made only through the transportation network company's digital network.

**[**(4)**]** (5) (A) For the purposes of this subdivision, "dynamic pricing" means offering a prearranged ride at a price that changes according to the demand for prearranged rides and availability of transportation network company drivers.

(B) If a transportation network company elects to implement dynamic pricing, the transportation network company, through its digital network, shall: (i) Provide notice to a potential transportation network company rider that dynamic pricing is in effect before a request for a prearranged ride may be submitted; (ii) provide a fare estimator that enables the potential rider to estimate the cost of such prearranged ride under dynamic pricing; and (iii) include a feature that requires the potential rider to confirm that he or she understands that dynamic pricing will be applied to the cost of such prearranged ride.

(C) No transportation network company shall increase the price of a prearranged ride to more than two and one-half times the usual price charged for such prearranged ride in an area which is the subject of any disaster emergency declaration issued by the Governor pursuant to chapter 517, any transportation emergency declaration issued by the

Governor pursuant to section 3-6b or any major disaster or emergency declaration issued by the President of the United States.

(c) (1) A transportation network company shall adopt a policy of nondiscrimination on the basis of the age, color, creed, destination, intellectual or physical disability, national origin, race, sex, sexual orientation or gender identity with respect to transportation network company riders, potential transportation network company riders and transportation network company drivers. A transportation network company shall notify all drivers who use the company's digital network of such policy.

(2) No transportation network company may take or threaten to take any retaliatory action, including suspending or banning access to its digital network, against a transportation network company driver solely because such driver filed a complaint with such company.

(d) A transportation network company shall provide a potential transportation network company rider with an opportunity to indicate whether such rider requires a transportation network company vehicle that is accessible by wheelchair. If a transportation network company cannot arrange for a wheelchair-accessible transportation network company vehicle to provide a prearranged ride, the company shall direct the potential transportation network company rider to an alternate provider of wheelchair-accessible transportation, if available.

(e) (1) A transportation network company shall maintain: (A) The record of each prearranged ride for a period of not less than three years from the date the prearranged ride was provided; (B) records regarding each transportation network company driver for a period of not less than three years from the date on which the transportation network company driver last connected to the company's digital network; and (C) records regarding each transportation network company vehicle for a period of not less than three years from the date on which the

transportation network company vehicle was last used to provide a prearranged ride.

(2) The Commissioner of Transportation or the commissioner's designee, upon reasonable written notice and not more than four times a year, may audit the records maintained by a transportation network company pursuant to subdivision (1) of this subsection and subdivision (3) of subsection (d) of section 13b-119, as amended by this act. Each such audit shall occur at a transportation network company's place of business or at a location in this state jointly selected by the commissioner or the commissioner's designee and the transportation network company. The commissioner or the commissioner's designee shall not require a transportation network company to disclose information that identifies or would tend to identify any transportation network company driver or transportation network company rider, unless the identity of the driver or rider is needed to resolve a complaint or investigate an audit finding to ensure compliance with any provision of the general statutes and any regulations adopted pursuant to subsection (j) of this section.

(3) Any records obtained during an audit pursuant to subdivision **[**(3)**]** (2) of this subsection shall be confidential and not subject to disclosure under the Freedom of Information Act, as defined in section 1-200, except that the Commissioner of Transportation may disclose such records: (A) To law enforcement for law enforcement purposes, provided such disclosure is made in cooperation with the transportation network company, (B) to any state or federal agency for any action undertaken by the commissioner to enforce the provisions of this section or any regulation adopted pursuant to subsection (j) of this section, (C) at the request of any state or federal agency conducting an audit or investigation pursuant to such agency's legal authority, provided the commissioner gives the transportation network company an opportunity to object and propose an alternative method of cooperation

with such disclosure, or (D) pursuant to a court order. If the commissioner discloses such records pursuant to this subdivision, the commissioner shall (i) provide written notice to the transportation network company prior to disclosing such company's records, and (ii) redact any information that is not required to be disclosed pursuant to subsection (b) of section 1-210, including, but not limited to, any trade secret or commercial or financial information described in subdivision (5) of said subsection, unless such disclosure is expressly required under subparagraph (A), (B), (C) or (D) of this subdivision.

Sec. 27. Section 13b-119 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(a) Prior to permitting an individual to act as a transportation network company driver on its digital network, the transportation network company shall:

(1) Require the individual to submit an application to the company that includes information regarding the individual's name, address, date of birth, motor vehicle operator's license number and motor vehicle registration;

(2) (A) **[**conduct**]** Conduct, or have a consumer reporting agency regulated under the federal Fair Credit Reporting Act conduct, a driving record check and a local, state and national criminal history records check, including a search of state and national sexual offender registry databases provided such databases are accessible to the public, or (B) arrange for the fingerprinting of the individual to be submitted to the Federal Bureau of Investigation for a national criminal history records check and to the State Police Bureau of Identification for a state criminal history records check conducted in accordance with section 29-17a; **[**and**]**

(3) **[**disclose**]** Disclose to such individual, electronically or in writing,

(A) the insurance coverage, including the types of coverage and any coverage limits, that the company provides while a transportation network company driver is connected to the company's digital network or is engaged in the provision of a prearranged ride, and (B) that a transportation network company driver's personal automobile insurance policy might not provide coverage while such driver is connected to the company's digital network, available to receive a request for a prearranged ride or engaged in the provision of a prearranged ride; and

(4) Inform such individual, electronically or in writing, (A) that such individual may enroll in the Paid Family and Medical Leave Insurance Program pursuant to section 31-49m and obtain information about such program from the Paid Family and Medical Leave Insurance Authority established in section 31-49f, (B) of the requirements to become qualified to provide prearranged rides that originate in a neighboring state, and (C) of the transportation network company's deactivation process for transportation network company drivers. For the purposes of this subdivision, "deactivation process" means procedures a transportation network company undertakes to materially restrict a transportation network company driver's access to the digital network, including blocking access to the digital network, suspending a driver from the digital network or changing a driver's status on the digital network from eligible to provide prearranged rides to ineligible to provide prearranged rides.

(b) A transportation network company shall conduct, or have a consumer reporting agency regulated under the federal Fair Credit Reporting Act conduct, a local, state and national criminal history records check, including a search of state and national sexual offender registry databases, or arrange for the fingerprinting of the individual to be submitted to the Federal Bureau of Investigation for a national criminal history records check and to the State Police Bureau of

Identification for a state criminal history records check conducted in accordance with section 29-17a, at least once every three years after permitting an individual to act as a transportation network company driver.

(c) (1) No transportation network company shall permit an individual to act as a transportation network company driver on its digital network if such individual: (A) Has, during the three years prior to the date of such individual's application to be a transportation network company driver, (i) committed more than three moving violations, as defined in section 14-111g, as amended by this act, (ii) committed one serious traffic violation, as defined in section 14-1, or (iii) had his or her motor vehicle operator's license suspended pursuant to section 14-227b; (B) has been convicted, within seven years prior to the date of such individual's application, of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, acts of violence or acts of terror; (C) is included in the state sexual offenders registry or the United States Department of Justice National Sex Offender Public Website; (D) does not possess a Connecticut motor vehicle operator's license or a motor vehicle operator's license issued by a reciprocal state; (E) does not possess proof of registration for each motor vehicle such individual proposes to use as a transportation network company vehicle; or (F) is not at least nineteen years of age. For the purposes of this subsection, "reciprocal state" means a state that permits transportation network company drivers who possess a Connecticut motor vehicle operator's license to provide a prearranged ride that originates in such state.

(2) An individual who is permitted to act as a transportation network company driver shall report to the transportation network company not later than twenty-four hours after the occurrence of any of the following: **[**incidents:**]** (A) The commission of a fourth moving violation, as defined in section 14-111g, as amended by this act, during the past three years;

(B) the commission of one serious traffic violation, as defined in section 14-1; (C) the suspension of his or her motor vehicle operator's license pursuant to section 14-227b; (D) the conviction of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, acts of violence or acts of terror; (E) inclusion in the state sexual offenders registry or the United States Department of Justice National Sex Offender Public Website; (F) failure to possess an operator's license; or (G) failure to possess proof of registration for a transportation network company vehicle. Each transportation network company that receives a report pursuant to this subdivision or becomes aware of such **[**incident**]** occurrence shall prohibit the individual from acting as a transportation network company driver on the company's digital network until the individual meets the qualifications of this section to be a transportation network company driver.

(d) (1) A transportation network company shall adopt a policy that a transportation network company driver shall not use or be under the influence of drugs or alcohol while the driver is connected to the company's digital network or engaged in the provision of a prearranged ride. The company shall provide notice of such policy on its Internet web site, and include procedures for a transportation network company rider to report a complaint about a driver whom the rider reasonably suspects was using or under the influence of drugs or alcohol while engaged in the provision of a prearranged ride.

(2) Upon the company's receipt of a complaint by a rider alleging a violation of such policy, the company shall suspend the driver's access to the company's digital network as soon as possible and conduct an investigation into the reported incident. The suspension shall last until completion of the investigation. If the investigation confirms the driver used or was under the influence of drugs or alcohol while engaged in the provision of a prearranged ride or while connected to the company's digital network, the company shall ban the driver's access to the digital

network on a permanent basis.

(3) The company shall maintain all records related to the enforcement of such policy for a period of not less than three years from the date that a complaint by a rider is received by the company.

(e) A transportation network company shall adopt a policy that prohibits a transportation network company driver from providing a prearranged ride when such driver's ability to operate a transportation network company motor vehicle is impaired by illness, fatigue or any other condition that would likely preclude safe operation of such vehicle.

(f) A transportation network company driver shall: (1) Comply with all applicable laws regarding nondiscrimination against transportation network company riders or potential transportation network company riders on the basis of age, color, creed, destination, intellectual or physical disability, national origin, race, sex, sexual orientation or gender identity; (2) comply with all applicable laws relating to the accommodation of service animals and accommodate service animals without imposing additional charges for such accommodation; (3) comply with the policies adopted by the transportation network company pursuant to subdivision (1) of subsection (c) of section 13b-118, as amended by this act, and subsections (d) and (e) of this section; (4) not impose additional charges for providing prearranged rides to persons with physical disabilities because of such disabilities; and (5) not solicit or accept a request for transportation unless the request is accepted through the transportation network company's digital network. For the purposes of this subsection, "service animal" has the same meaning as provided in section 22-345.

(g) (1) Any person who holds himself or herself out to be a transportation network company driver who is not permitted by a transportation network company to use its digital network shall be

guilty of a class B misdemeanor.

(2) The state shall remit to a municipality fifty per cent of the fine amount received for a violation of subdivision (1) of this subsection 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 the Comptroller the amount due for the previous quarter under this subsection to each municipality served by the office of the clerk or official.

(h) (1) A transportation network company vehicle shall (A) have four doors; (B) not be older than twelve model years old; and (C) be designed to transport no more than eight passengers, including the driver.

(2) Before any motor vehicle is used by a transportation network company driver as a transportation network company vehicle, and every two years thereafter, the driver shall certify to the transportation network company that the following equipment is in good working order: (A) Foot brakes; (B) emergency brakes; (C) steering mechanism; (D) windshield; (E) rear window and other glass; (F) windshield wipers; (G) headlights; (H) tail lights; (I) turn indicator lights; (J) brake lights; (K) front seat adjustment mechanism; (L) doors; (M) horn; (N) speedometer; (O) bumpers; (P) muffler and exhaust system; (Q) condition of tires, including tread depth; (R) interior and exterior rearview mirrors; and (S) seat safety belts and air bags for driver and passengers. The transportation network company shall maintain such certification for not less than three years.

Sec. 28. (NEW) (*Effective October 1, 2025*) (a) As used in this section, (1) "aircraft" has the same meaning as provided in section 15-34 of the general statutes; (2) "armed forces of the state" has the same meaning as described in section 27-2 of the general statutes; (3) "armed forces of the

United States" has the same meaning as "armed forces" as defined in section 27-103 of the general statutes; (4) "laser" means any device that projects a beam or point of light by means of light amplification by stimulated emission of radiation or any device that emits light that simulates the appearance of a laser; and (5) "police officer" has the same meaning as provided in section 7-294a of the general statutes.

(b) Except as provided in subsection (c) of this section, no person shall intentionally project a laser on or at an aircraft or at the flight path of an aircraft.

(c) The provisions of this section shall not apply to any member of the armed forces of the United States, member of the armed forces of the state or police officer, provided such member or officer is acting in the performance of the official duties of such member or officer.

(d) Any person who violates the provisions of this section shall be guilty of a class A misdemeanor.

Sec. 29. (*Effective July 1, 2025*) The Commissioner of Transportation shall develop a plan to expand the use of speed safety cameras on state highways. The commissioner shall consider the Speed Safety Camera Program Planning and Operations Guide published by the Federal Highway Administration and the High Visibility Enforcement Toolkit published by the National Highway Traffic Safety Administration when developing such plan. Not later than February 1, 2026, the commissioner shall submit such plan and any recommendations for proposed legislation to effectuate such expansion to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 30. Subsection (d) of section 14-307c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(d) Any ordinance adopted under this section may: (1) Establish a fine to be imposed against the owner of a motor vehicle committing a violation of such ordinance, provided the amount of such fine is not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation that occurs within one year of the date of the owner's most recent violation, and (2) impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine. Any subsequent violation occurring more than one year after the owner's most recent violation shall be considered a first violation. Any funds received by a municipality from fines imposed pursuant to an ordinance adopted under this section shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality, including reimbursing a vendor for the expenses associated with the design, installation, operation or maintenance of such devices.

Sec. 31. Subsection (b) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2025*):

(b) Notwithstanding any provision of the general statutes, any person who is alleged to have committed (1) a violation under the provisions of section 1-9, 1-10, 1-11, 2-71h, 4b-13, 7-13, 7-14, 7-35 or 7-41, subsection (c) of section 7-66, section 7-83, 7-147h, 7-148, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-185, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 10a-35, 12-52, 12-54, 12-129b or 12-170aa, subdivision (3) of subsection (e) of section 12-286, section 12-286a, 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-476c, 12-487, 13a-26b, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-253, 13a-263 or 13b-39f, subsection

(f) of section 13b-42, section 13b-90 or 13b-100, subsection (a) of section 13b-108, section 13b-221 or 13b-292, subsection (a) or (b) of section 13b-324, section 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414 or 14-4, subdivision (2) of subsection (a) of section 14-12, subsection (d) of section 14-12, subsection (f) of section 14-12a, subsection (a) of section 14-15a, section 14-16c, 14-20a or 14-27a, subsection (f) of section 14-34a, subsection (d) of section 14-35, section 14-43, 14-44j, 14-49, 14-50a, 14-58 or 14-62a, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, subsection (f) or (i) of section 14-80h, section 14-97a or 14-98, subsection (a), (b) or (d) of section 14-100a, section 14-100b, 14-103a, 14-106a, 14-106c, 14-145a, 14-146, 14-152, 14-153, 14-161 or 14-163b, subsection (f) of section 14-164i, section 14-213b or 14-219, subdivision (1) of section 14-223a, subsection (d) of section 14-224, section 14-240 **[**,**]** or 14-250, subdivision (2) of subsection (e) of section 14-251, as amended by this act, section 14-253a, 14-261a, 14-262, 14-264, 14-266, 14-267a, 14-269, 14-270, 14-272b, 14-274, 14-275 or 14-275a, subsection (c) of section 14-275c, section 14-276, subsection (a) or (b) of section 14-277, section 14-278, 14-279 or 14-280, subsection (b), (e) or (h) of section 14-283, section 14-283d, 14-283e, 14-283f, 14-283g, 14-291, 14-293b, 14-296aa, 14-298a, 14-300, as amended by this act, 14-300d, 14-300f, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, section 15-15e, 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-15, 16-16, 16-44, 16-256e, 16-278 or 16a-15, subsection (a) of section 16a-21, section 16a-22, subsection (a) or (b) of section 16a-22h, section 16a-106, 17a-24, 17a-145, 17a-149 or 17a-152, subsection (b) of section 17a-227, section 17a-465, subsection (c) of section 17a-488, section 17b-124, 17b-131, 17b-137, 19a-33, 19a-39 or 19a-87, subsection (b) of section 19a-87a, section 19a-91, 19a-102a, 19a-102b, 19a-105, 19a-107, 19a-113, 19a-215, 19a-216a, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340, 19a-425, 19a-442, 19a-502, 19a-565, 20-7a, 20-14, 20-153a, 20-158, 20-231,

20-233, 20-249, 20-257, 20-265, 20-324e, 20-329c or 20-329g, subsection (b) of section 20-334, section 20-341*l*, 20-366, 20-482, 20-597, 20-608, 20-610, 20-623, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48 or 21-63, subsection (d) of section 21-71, section 21-76a or 21-100, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-20 or 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63, 21a-70b or 21a-77, subsection (b) or (c) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, section 21a-278b, subsection (c), (d) or (e) of section 21a-279a, section 21a-415a, 21a-421eee, 21a-421fff or 21a-421hhh, subsection (a) of section 21a-430, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-30, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61*l*, subdivision (1) of subsection (n) of section 22-61*l*, subsection (f) of section 22-61m, subdivision (1) of subsection (f) of section 22-61m, section 22-84, 22-89, 22-90, 22-96, 22-98, 22-99, 22-100 or 22-111o, subsection (d) of section 22-118*l*, section 22-167, subsection (c) of section 22-277, section 22-278, 22-279, 22-280a, 22-318a, 22-320h, 22-324a or 22-326, subsection (b), subdivision (1) or (2) of subsection (e) or subsection (g) of section 22-344, subsection (a) or (b) of section 22-344b, subsection (d) of section 22-344d, section 22-344f, 22-350a, 22-354, 22-359, 22-366, 22-391, 22-413, 22-414, 22-415, 22-415c, 22a-66a or 22a-246, subsection (a) of section 22a-250, section 22a-256g, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-450, 22a-461, 23-4b, 23-38, 23-45, 23-46 or 23-61b, subsection (a) or subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-43, 26-49, 26-54, 26-55, 26-56, 26-58 or 26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64, subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-114a, 26-117, subsection (b) of section 26-127, 26-128, 26-128a, 26-131, 26-132, 26-138, 26-139 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-

224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-231, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-280, 26-284, 26-285, 26-286, 26-287, 26-288, 26-290, 26-291a, 26-292, 26-294, 27-107, 28-13, 29-6a, 29-16, 29-17, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e), (g) or (h) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section 29-291c, section 29-316 or 29-318, subsection (b) of section 29-335a, section 29-381, 30-19f, 30-48a or 30-86a, subsection (b) of section 30-89, subsection (c) or (d) of section 30-117, section 31-3, 31-10, 31-11, 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-47 or 31-48, subsection (b) of section 31-48b, section 31-51, 31-51g, 31-52, 31-52a, 31-53 or 31-54, subsection (a) or (c) of section 31-69, section 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-273, section 31-288, 31-348, 33-624, 33-1017, 34-13d or 34-412, subdivision (1) of section 35-20, subsection (a) of section 36a-57, subsection (b) of section 36a-665, section 36a-699, 36a-739, 36a-787, 38a-2 or 38a-140, subsection (a) or (b) of section 38a-278, section 38a-479qq, 38a-479rr, 38a-506, 38a-548, 38a-626, 38a-680, 38a-713, 38a-733, 38a-764, 38a-786, 38a-828, 38a-829, 38a-885, 42-133hh, 42-230, 42-470 or 42-480, subsection (a) or (c) of section 43-16q, section 45a-283, 45a-450, 45a-634 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46a-81b, 46b-22, 46b-24, 46b-34, 46b-38d, 47-34a, as amended by this act, 47-47 or 47-53, subsection (i) of section 47a-21, subdivision (1) of subsection (k) of section 47a-21, section 49-2a, 49-8a, 49-16, 52-143 or 52-289, subsection (j) of section 52-362, section 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-290a, 53-302a, 53-303e, 53-311a, 53-314, 53-321, 53-322, 53-323 or 53-331, subsection (b) of section 53-343a, section 53-344, subsection (b) or (c) of section 53-344b, subsection (b) of section 53-345a, section 53-377, 53-422 or 53-450 or subsection (i) of section 54-36a, or (2) a violation under the provisions of chapter 268, or (3) a violation of any regulation adopted in accordance with the provisions of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or bylaw of any town, city or borough, except violations of building codes

and the health code, for which the penalty exceeds ninety dollars but does not exceed two hundred fifty dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, shall follow the procedures set forth in this section.

Sec. 32. Section 102 of public act 21-111, as amended by section 82 of public act 23-205, is amended to read as follows (*Effective July 1, 2025*):

(a) **[**The**]** For the purposes described in subsection (b) of this section, the State Bond Commission shall have the power from time to time to authorize the issuance of bonds of the state **[**, in accordance with the provisions of section 3-20 of the general statutes,**]** in one or more series and in principal amounts not exceeding in the aggregate twenty million dollars for the Connecticut Port Authority established pursuant to section 15-31a of the general statutes. **[**The amount authorized for the issuance and sale of such bonds in each of the following fiscal years shall not exceed the following corresponding amount for each such fiscal year, provided, to the extent the authority does not provide for the use of all or a portion of such amount in any such fiscal year, such amount not provided for shall be carried forward and added to the authorized amount for the next succeeding fiscal year, and, provided further, the costs of issuance and capitalized interest, if any, may be added to the capped amount in each fiscal year, and each of the authorized amounts shall be effective on July first of the fiscal year indicated as follows:

| Fiscal Year Ending June Thirtieth | Amount |
|---|---|
| 2022 | $5,000,000 |
| 2023 | 5,000,000 |
| 2024 | 2,500,000 |
| 2025 | 2,500,000 |
| 2026 | 5,000,000 |
| Total | $20,000,000**]** |

(b) **[**The State Bond Commission shall approve a memorandum of understanding between the Connecticut Port Authority and the state, acting by and through the Secretary of the Office of Policy and Management and the Treasurer, providing for the issuance of said bonds for the purposes of projects undertaken by the Connecticut Port Authority regarding ports not located in the towns of New Haven, New London or Bridgeport, including provisions regarding the extent to which federal, private or other moneys then available or thereafter to be made available for costs should be added to the proceeds of the bonds authorized pursuant to this section for such projects. The memorandum of understanding shall be deemed to satisfy the provisions of section 3-20 of the general statutes and the exercise of any right or power granted thereby that is not inconsistent with the provisions of this section.**]** The proceeds of the sale of such bonds, to the extent of the amount stated in subsection (a) of this section, shall be deposited into the small harbor improvement projects account, established pursuant to section 13b-55d, as amended by this act.

(c) All provisions of section 3-20 of the general statutes, or the exercise of any right or power granted thereby, that are not inconsistent with the provisions of this section are hereby adopted and shall apply to all bonds authorized by the State Bond Commission pursuant to this section. Temporary notes in anticipation of the money to be derived from the sale of any such bonds so authorized may be issued in accordance with said section, and from time to time renewed. All bonds issued pursuant to this section shall be general obligations of the state and the full faith and credit of the state of Connecticut are pledged for the payment of the principal of and interest on said bonds as the same become due, and accordingly and as part of the contract of the state with the holders of said bonds, appropriation of all amounts necessary for punctual payment of such principal and interest is hereby made, and the Treasurer shall pay such principal and interest as the same become

due.

**[**(d) Subject to the amount of limitations of the capping provisions in subsection (a) of this section, the principal amount of the bonds authorized under this section shall be deemed to be an appropriation and allocation of such amount, and such approval of such request shall be deemed the allotment by the Governor of such capital outlays within the meaning of section 4-85 of the general statutes.**]**

Sec. 33. Section 13b-55d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) As used in this section, "small harbor" means any harbor in the state not under the authority of the Connecticut Port Authority.

(b) The Connecticut Port Authority, established under section 15-31a, shall establish a competitive grant program to be known as the small harbor improvements projects grant program. Such program shall provide funding to municipalities and private entities for small harbor improvement projects for purposes of improving the economy and infrastructure of the state. Such projects may include federal and nonfederal dredging projects in small harbors and private maritime infrastructure projects in small harbors, provided all applicable permits and authorizations are obtained before such private maritime infrastructure projects receive any such grant award. With regard to federal and nonfederal dredging projects, grants may be awarded to (1) support, in full or in part, local and state matching requirements for such projects; (2) cover the incremental costs associated with applicable environmental regulatory requirements or management practices, including beneficial use; (3) cover part or all of the costs of such projects in the absence of adequate federal funds; and (4) provide reimbursement for such projects that were approved by the authority for funding or that commenced prior to the disbursement of such funds due to time considerations that impacted the flow of commerce at such

small harbor.

(c) Applications shall be submitted annually to the Connecticut Port Authority at such times and in such manner as the authority prescribes. The authority shall develop the eligibility criteria for participation in the program and determine the amount a private entity shall be required to provide to match any such grant. The authority shall give preference to applications submitted by a municipality.

**[**(a)**]** (d) The Connecticut Port Authority shall establish an account to be known as the "small harbor improvement projects account". There shall be deposited in the account: (1) The proceeds of notes, bonds or other obligations issued by the state for the purpose of deposit therein and used in accordance with the permissible uses thereof; (2) funds appropriated by the General Assembly for the purpose of deposit therein and used in accordance with the permissible uses thereof; and (3) any other funds required or permitted by law to be deposited in the account. The funds in said account shall be expended by the authority for the **[**purposes described in subsection (b) of this section. As used in this section, "small harbor" means any harbor in the state not under the authority of the Connecticut Port Authority.

(b) The small harbor improvement projects account may be used (1) for federal and nonfederal dredging projects in small harbors to (A) support, in full or in part, local and state matching requirements for such projects; (B) cover the incremental costs associated with applicable environmental regulatory requirements or management practices, including beneficial use; and (C) cover part or all of the costs of such projects in the absence of adequate federal funds; and (2) to fund private maritime infrastructure projects in small harbors, provided all applicable permits and authorizations are obtained before such private maritime infrastructure projects receive any such funding**]** purpose of providing grants pursuant to the program described in subsection (b) of this section. If the account is used for the purpose described in

**[**subparagraph (C) of**]** subdivision **[**(1)**]** (3) of **[**this**]** subsection (b) of this section, the authority shall pursue reimbursement to the account from the federal government.

**[**(c)**]** (e) The authority shall adopt procedures in accordance with section 1-121 to implement the provisions of this section, including, but not limited to, a process for contracting for projects in small harbors under this section.

Sec. 34. Subsection (m) of section 32 of public act 15-1 of the June special session, as amended by section 230 of public act 16-4 of the May special session and section 540 of public act 17-2 of the June special session, is amended to read as follows (*Effective July 1, 2025*):

(m) For the Connecticut Port Authority: Grants-in-aid for improvements to ports, harbors and marinas, including dredging and navigational improvements, and reimbursement for dredging projects at small harbors, as defined in section 13b-55d, as amended by this act, not exceeding $6,750,000, provided not less than $5,000,000 shall be made available to the ports, harbors and marinas in the state other than the deep water ports in the cities of Bridgeport, New Haven and New London.

Sec. 35. Section 13b-212b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) There is established a Connecticut Public Transportation Council which shall be within the Department of Transportation for administrative purposes only. The council shall consist of fifteen members, all of whom shall be (1) residents who regularly use the transportation services of the New Haven commuter railroad line which includes the New Canaan, Danbury and Waterbury branches of such line, (2) residents who regularly use the transportation services of the Shore Line East railroad line, (3) residents who regularly use the

transportation services of the Hartford railroad line, or (4) residents who regularly use public transit services funded by the state. Members shall be appointed as follows: (A) The Governor shall appoint four members; (B) the president pro tempore of the Senate shall appoint two members, one of whom regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the New Haven railroad line; (C) the speaker of the House of Representatives shall appoint two members, one of whom regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the Hartford railroad line; (D) the majority leader of the Senate shall appoint one member; (E) the majority leader of the House of Representatives shall appoint one member; (F) the minority leader of the Senate shall appoint one member; (G) the minority leader of the House of Representatives shall appoint one member; (H) the chairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall each appoint one member, one of whom regularly uses public transit services funded by the state and one of whom regularly uses the transportation services of the Shore Line East railroad line; and (I) the ranking members of said committee shall jointly appoint one member who regularly uses public transit services funded by the state. Each member shall serve for a term of four years. All initial appointments to the council shall be made by August 1, 2023, and initial members shall serve a four-year term commencing on August 1, 2023, except that any member appointed prior to July 1, 2023, to serve on the former Connecticut Commuter Rail Council and serving on June 30, 2023, shall be deemed appointed to serve on the Connecticut Public Transportation Council and may continue to serve until the expiration of such member's term and a successor has qualified. Any vacancy shall be filled by the original appointing authority by appointment for the unexpired portion of any term. Members of the council shall serve until their respective successors are appointed.

(b) Notwithstanding the provisions of section 4-9a, the members of the council shall choose one of the members of the council to be chairperson of the council. A majority of the members of the council then in office shall constitute a quorum for the transaction of any business, and action shall be by vote of a majority of the members present at a meeting. The council shall meet at least once during each calendar quarter and at such other times as the chairperson deems necessary or upon the request of a majority of the members in office. Special meetings shall be held at the request of such majority after notice in accordance with the provisions of section 1-225. Any member who fails to attend fifty per cent of all meetings held during any calendar year or who fails to attend three consecutive meetings shall be deemed to have resigned from office. Not later than ten days after a vacancy occurs in the council or the resignation of a member, the chairperson shall notify the appointing authority of such vacancy or resignation.

(c) The Department of Transportation shall maintain records of each request for information and data received from the council and denote the status of any such request.

(d) The Department of Transportation shall assist the council in carrying out the council's responsibilities by posting on the department's Internet web site reports and records related to the council's responsibilities, including, but not limited to, the council's meeting schedule, agendas, minutes and reports.

Sec. 36. Subsection (a) of section 13a-262 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) The department may establish a program to operate work zone speed control systems in a highway work zone. **[**, provided the department does not operate such systems at more than fifteen highway work zones in the state at any one time.**]** A work zone speed control

system may be used to record the images of motor vehicles traveling on a highway (1) within a highway work zone, and (2) on which the speed limit, established using generally accepted traffic engineering practices, is forty-five miles per hour or greater.

Sec. 37. (NEW) (*Effective October 1, 2025*) (a) The Commissioner of Transportation shall discount the lawful charge to use state-owned or state-controlled bus public transportation service for the following: (1) Veterans, as defined in section 27-103 of the general statutes, (2) persons who are sixty-five years of age or older, (3) persons with disabilities, and (4) persons who are eighteen years of age or younger. The amount of any such discount shall be up to fifty per cent of the lawful charge to use state-owned or state-controlled bus public transportation service.

(b) The Commissioner may require a person to (1) obtain a reduced fare transit identification card issued by the Department of Transportation, and (2) present such card to any employee of the Department of Transportation or of a third-party contractor with fare inspection duties, as defined in section 13b-2 of the general statutes, in order to receive the discounted lawful charge established pursuant to subsection (a) of this section.

(c) A local or regional board of education may (1) purchase passes for the use of state-owned or state-controlled bus public transportation service at the discounted lawful charge established pursuant to subsection (a) of this section, and (2) distribute such passes without cost or sell such passes at cost or at a reduced cost to students who are enrolled in grades nine to twelve, inclusive, of a public school under the jurisdiction of such local or regional board of education.

Sec. 38. (*Effective from passage*) Bridge No. 01478 carrying Connecticut Route 174 over the Amtrak Railroad in the town of Newington shall be designated as the "Francis "Rip" Callahan Memorial Bridge".

Sec. 39. (*Effective from passage*) A portion of State Road 527 (West Street) from the intersection of Connecticut Route 30 (Hartford Turnpike) traveling in a northerly direction to the intersection with South Street in the town of Vernon shall be designated as the "Amarjit Singh Buttar Memorial Highway".

Sec. 40. (*Effective from passage*) A portion of State Road 508 from the intersection of Connecticut Route 4 jughandle traveling in a generally easterly direction to the junction of Interstate Route 84 in the town of Farmington shall be designated as the "Major Robert C. Lehmann Memorial Highway".

Sec. 41. (*Effective from passage*) Bridge No. 03334 on Connecticut Route 9 South overpassing Floral Park Road in the town of Old Saybrook shall be designated as the "Jon A. Manafort Memorial Bridge".

Sec. 42. (*Effective from passage*) A portion of Connecticut Route 69 traveling in a generally southerly direction from north of the intersection with Fortuna Street (100 Prospect Road) to south of the intersection of East Mountain Road No. 1 (581 Prospect Road) in the city of Waterbury shall be designated as the "Corporal Thomas James Cavanaugh Memorial Highway".

Sec. 43. (*Effective from passage*) A portion of Connecticut Route 61 from the Woodbury-Bethlehem town line in a northerly direction to the Bethlehem-Morris town line in the town of Bethlehem shall be designated as the "Thomas March Memorial Highway".

Sec. 44. (*Effective from passage*) Connecticut Special Service Road 495 from Miller Avenue southerly to the southbound Connecticut Route 15 access ramp in the city of Meriden shall be designated as the "Andrew DiDomenico Memorial Highway".

Sec. 45. (*Effective from passage*) Bridge No. 01241 carrying Jude Lane over Interstate Route 84 eastbound and westbound in the town of

Southington shall be designated as the "State Trooper First Class Aaron M. Pelletier Memorial Bridge".

Sec. 46. Section 45 of public act 9-186 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

Bridge **[**number**]** No. 03929 overpassing U.S. Route 7 in the town of Brookfield shall be designated **[**the "Petty Officer 1st Class Dale Lewis Memorial Bridge"**]** as the "Petty Officer 1st Class Jason D. Lewis Memorial Bridge".

Sec. 47. Section 45 of public act 5-210 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

The bridge located on Connecticut Route 133 in the **[**Town**]** town of Brookfield, **[**over passing**]** overpassing U.S. Route 7, shall be designated **[**the "Lance Corporal John T. Schmidt Memorial Bridge"**]** as the "Lance Corporal John T. Schmidt III Memorial Bridge".

Sec. 48. Section 25 of public act 19-161 is repealed and the following is substituted in lieu thereof (*Effective from passage*):

Pedestrian Bridge No. 05654 overpassing the Interstate Route 84 eastbound off-ramp and the Interstate Route 84 westbound on-ramp in the city of Hartford shall be designated as the **[**"Lt. Col. William A. Oefinger Memorial Bridge"**]** "Major William R. Oefinger Memorial Bridge".

Sec. 49. (*Effective from passage*) A portion of Connecticut Route 10 (Main Street) from the intersection of Meadow Road traveling in a northerly direction to the intersection of Connecticut Route 4 (Farmington Avenue) in the town of Farmington shall be designated as the "Farmington Volunteer Fire Department Memorial Highway".

Sec. 50. (*Effective from passage*) Bridge No. 01707 carrying Wassuc

Road over Connecticut Route 2 in the town of Glastonbury shall be designated as the "Sergeant Steven Deluzio Memorial Bridge".

Sec. 51. (*Effective from passage*) A portion of Connecticut Route 85 (West Street) from the intersection of School Road traveling in a northerly direction to the junction of State Road 534 in the town of Bolton shall be designated as the "Sergeant Michael Clark Memorial Highway".

Sec. 52. (*Effective from passage*) A portion of Connecticut Route 17A (Main Street) from the intersection of Bartlett Street traveling in a northerly direction to the intersection of Connecticut Route 17 (Gospel Lane) in the town of Portland shall be designated as the "Shaun P. Manning Memorial Highway".

Sec. 53. (*Effective from passage*) A portion of U.S. Route 44 (Squaw Hollow Road) from the intersection of Connecticut Route 89 (Mansfield Road) traveling in an easterly direction to the Ashford-Eastford town line in the town of Ashford shall be designated as the "Lieutenant Colonel Thomas Knowlton Memorial Highway".

Sec. 54. (*Effective from passage*) A portion of Connecticut Route 160 (Elm Street) from the intersection of Gilbert Avenue traveling in an easterly direction to Connecticut Route 99 (Silas Deane Highway) in the town of Rocky Hill shall be designated as the "Carol and Larrye deBear Memorial Highway".

Sec. 55. (*Effective from passage*) A portion of Connecticut Route 67 (Prospect Hill Road) from the intersection of Grove Street traveling in an easterly direction to the New Milford-Bridgewater town line in the town of New Milford shall be designated as the "George C. Buckbee Sr. Memorial Highway".

Sec. 56. (*Effective from passage*) A portion of Connecticut Route 80 from the traffic circle with Connecticut Route 79 to the intersection with Buck

Hill Road in the town of Madison shall be designated as the "NMVFC Firefighter Myron Spencer Memorial Highway".

Sec. 57. (*Effective from passage*) A portion of Connecticut Route 63 from the intersection of Connecticut Route 4 to the Goshen-Litchfield town line in the town of Goshen shall be designated as the "Staff Sergeant Samuel Ryan Marti Memorial Highway".

Sec. 58. (*Effective from passage*) A portion of Connecticut Route 167 (Bushy Hill Road) from the intersection of Deer Park Road traveling in a northerly direction to the intersection of Stratton Brook Road in the town of Simsbury shall be designated as the "Sgt. Daniel Crowley Memorial Highway".

Sec. 59. (*Effective from passage*) A portion of Connecticut Route 97 (Hampton Road) from the intersection of Duffy Road traveling in a northerly direction to the intersection of Taft Pond Road in the town of Pomfret shall be designated as the "State Trooper Irving H. Nelson Memorial Highway".

Sec. 60. (*Effective from passage*) A portion of U.S. Route 1 (Post Road) from the end of Bridge No. 06211 traveling in a northerly direction to the beginning of Bridge No. 05858 in Southport shall be designated as the "George Farley Russell Memorial Highway".

Sec. 61. (*Effective from passage*) A portion of Connecticut Route 3 from the intersection of Elm Street traveling in a generally westerly direction to the Wethersfield-Glastonbury town line in the town of Wethersfield shall be designated as the "Daniel A. Camilliere Memorial Highway".

Sec. 62. (*Effective from passage*) Bridge No. 05432 carrying Black Rock Turnpike over the MetroNorth Railroad in the town of Fairfield shall be designated as the "David Campbell Bigelow Memorial Bridge".

Sec. 63. (*Effective from passage*) A portion of U.S. Route 5 (Main Street)

from the intersection of State Road 517 traveling in a northerly direction to the junction of Interstate Route 84 in the town of East Hartford shall be designated as the "Melody A. Currey Memorial Highway".

Sec. 64. (*Effective from passage*) A portion of Connecticut Route 314 (Berlin Turnpike) from the intersection of Connecticut Route 15 (Berlin Turnpike) traveling in a easterly direction to the intersection of Jordan Lane in the town of Wethersfield shall be designated as the "Edward T. Gilligan Memorial Highway".

Sec. 65. (*Effective from passage*) A portion of State Road 633 (South Frontage Road) from the intersection of Mansfield City Road traveling in an easterly direction to State Route 195 (Storrs Road) in the town of Mansfield shall be designated as the "Goodwin Vinton Memorial Road".

Sec. 66. Sections 13a-260, 13b-79y and 14-300a of the general statutes are repealed. (*Effective July 1, 2025*)

Governor's Action:
Approved June 23, 2025