



2024 Acts Affecting Transportation

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Notice to Readers

This report provides summaries of new laws (public acts and special acts) significantly affecting transportation enacted during the 2024 regular legislative session and June Special Session (JSS). OLR's other Acts Affecting reports are, or will soon be, available on [OLR's website](#).

Each summary indicates the public act (PA) or special act (SA) number. Not all provisions of the acts are included. The report does not include vetoed acts unless the veto was overridden. Complete summaries of public acts are, or will soon be, available on [OLR's website](#).

Readers are encouraged to obtain the full text of acts that interest them from the Connecticut State Library, House Clerk's Office, or [General Assembly's website](#).

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Airports and Aviation

Alcohol Sales at Bradley Airport

A new law modifies the hours during which alcohol sales are allowed at Bradley Airport in premises operating under a cafe permit to every day after 4:00 a.m. and until 11:00 p.m. Under prior law, sales were generally allowed beginning after 6:00 a.m. and until (1) 1:00 a.m. on Monday through Friday and (2) 2:00 a.m. on the weekend (with certain holiday exceptions) ([PA 24-40](#), § 41, effective October 1, 2024).

Vertiports and Unmanned Aircraft

The legislature passed a new law that defines “vertiports” and “unmanned aircraft” (i.e., drones) and incorporates these concepts into various existing aeronautics statutes. In doing so, the new law generally subjects vertiports to the same regulatory framework as other air navigation facilities (e.g., airports, heliports, and restricted landing areas), including requirements for facility licensure and aircraft registration, among other things. It also generally expands the authority of the Connecticut Airport Authority (CAA) executive director to cover unmanned aircraft and allows him, in consultation with the Department of Transportation (DOT) and representatives from the industry and certain organizations, to adopt procedures specifying where unmanned aircraft may take off and land and governing their operation, unless already prohibited or regulated by federal law.

The new law applies to unmanned aircraft certain existing statutes on investigations and reporting requirements for aircraft accidents, reckless operation, and operation under the influence. It also (1) prohibits any person from operating, or programming to operate, an unmanned aircraft at a height of less than 250 feet over the boundaries of a private premises without the owner’s prior approval (with certain exceptions) and (2) makes violations an infraction ([PA 24-40](#), §§ 20-40, most provisions are effective July 1, 2024).

Automated Enforcement

DOT Work Zone Speed Camera Program

This session, the legislature restarted and made permanent DOT’s work zone speed camera program (the pilot program expired on December 31, 2023). The new law generally retains the pilot program’s provisions on vendors, speed camera placement and operation, ticket issuance and processing, and data retention and privacy. However, it makes several changes to the program, such as (1) expanding the permissible locations for work zone speed cameras; (2) lowering, from at least 15 mph to at least 10 mph, the amount by which a vehicle must exceed the posted speed limit in a work zone in order to be issued a warning or ticket; (3) modifying the fine structure and requiring that a fine be issued for a first violation if the vehicle’s detected speed is 85 mph or more;

and (4) requiring notice to a municipality’s chief elected official before operating speed cameras in the municipality ([PA 24-40](#), §§ 42-47, effective July 1, 2024).

Illegally Passing a School Bus

New legislation makes several changes relating to Connecticut’s motor vehicle law that generally prohibits drivers from passing a school bus that has its red signal lights flashing (commonly known as the “stop arm law”). Principally, it (1) sunsets municipalities’ and boards of education’s current statutory authority to use a live digital video school bus violation detection monitoring system to enforce the stop arm law, generally by July 1, 2026, and (2) instead expressly allows municipalities to adopt ordinances authorizing the use of a monitoring system to enforce the stop arm law and establishing a \$250 municipal fine for violations ([PA 24-107](#), effective July 1, 2024).

Municipal Speed and Red Light Cameras

A new law modifies the penalty and data retention provisions applicable to municipal speed and red light camera programs enacted under [PA 23-116](#). Generally, it specifies when a violation is considered a second or subsequent violation, which may be subject to higher penalties, and allows municipalities or their vendors to retain data necessary to impose the penalties ([PA 24-40](#), §§ 48-50, effective July 1, 2024).

Noise Cameras

Under a new law, municipalities may authorize the use of noise cameras (photo noise violation monitoring devices) to enforce vehicle noise violations. To do so, a municipality must adopt an ordinance that (1) establishes a municipal violation for causing a vehicle to make a sound of 80 decibels or louder, except for sounds made by the vehicle’s horn; (2) authorizes the use of cameras to enforce the ordinance; and (3) meets the law’s other specified requirements. Municipalities operating noise cameras under the new law must issue a written warning for a first violation, a \$100 fine for a second violation, and a \$250 fine for subsequent violations. They must also adhere to the law’s provisions on camera operation, image review and citation issuance, hearings and available defenses, privacy, and data retention ([PA 24-151](#), §§ 132-136, effective July 1, 2024).

Bus and Rail

Bus Facility Advertisements

The law generally prohibits erecting billboards and advertising signs within 660 feet of the edge of the interstate and other limited-access highways. However, the DOT commissioner may allow certain types of signs subject to its regulations, such as directional and other official signs. The law also makes an exception for advertising signs, displays, or devices located on, built on, or abutting

property in areas owned, managed, or leased by a public authority for certain purposes (e.g., rail infrastructure facilities, bus rapid transit corridors, and certain associated structures). A new law adds bus facilities to these exceptions ([PA 24-40](#), § 10, effective July 1, 2024).

Bus Passes for High School Students

New legislation provides a \$175,000 grant to both the Hartford and New Haven boards of education to purchase bus passes for state-owned or state-controlled bus public transportation service for students enrolled in grades 9 to 12, inclusive, in Hartford and New Haven public schools. The grants are intended to supplement existing school transportation to allow transportation at times other than immediately before or after school, such as after extra-curricular activities ([PA 24-81](#), § 120, effective July 1, 2024).

Commercial Rail Freight Line Competitive Grant Program

DOT's commercial rail freight line competitive grant program is currently funded by state general obligation bonds. Under a new law, it may also be funded by special tax obligation bonds. This program awards competitive grants for improvements and repairs to, and modernization of, existing rail, rail beds, and related facilities ([PA 24-151](#), § 25, effective July 1, 2024).

Fare Enforcement on Public Buses

A new law allows DOT employees, or third-party contractors, that have "fare inspection duties" to issue citations to people who deliberately ride state-owned public buses without paying the required fare. Under prior law, only employees or contractors designated as "fare inspectors" could issue these citations ([PA 24-40](#), §§ 12 & 13, effective July 1, 2024).

Metro North Indemnification

A new law specifies that the DOT commissioner can only indemnify and hold harmless Metro North Railroad against certain claims related to M-8 rail car operation when Metro North is acting in its capacity as the state's contracted maintainer of the M-8 rail car fleet. As under existing law, the commissioner may do so only if (1) he finds it is in the state's best interest and (2) the indemnification does not relieve Metro North of liability for its willful or negligent acts or omissions ([PA 24-40](#), § 14, effective July 1, 2024).

Modernizing and Maintaining Bus Stops and Shelters

New legislation specifies that existing law's requirement that, beginning on July 1, 2024, bus stops and shelters constructed by DOT or transit districts must comply with the federal Americans with Disabilities Act and certain plans developed by these entities apply only to those that are newly built on and after this date ([PA 24-40](#), § 11, effective July 1, 2024).

Pesticides on Railroad Right-of-Way

The legislature passed a new law changing the requirements for railroads that apply pesticide to their rights-of-way. Specifically, it (1) expands the types of information for the vegetation management plans the railroads annually submit to DOT and each town in which they will apply pesticide in the coming year; (2) requires them to develop, subject to public comment, yearly operational plans with, among other things, maps showing the rights-of-way and difficult-to-identify sensitive areas and information about the herbicides that will be applied; and (3) imposes method- and area-specific restrictions on applications in their rights-of-way, such as those occurring near public surface water sources, private wells, or wetlands. The new law subjects violators to a fine of up to \$90 and authorizes the Department of Energy and Environmental Protection (DEEP) and DOT to enforce the application restrictions within available resources ([PA 24-9](#), effective July 1, 2024).

Proposed Fare and Service Changes

Whenever DOT is required to hold a public hearing on a proposed major service change to commuter rail service according to federal requirements, a new law requires the department to provide at least 15 days' notice of the hearing to the Transportation and Finance, Revenue and Bonding committees' chairpersons and ranking members and the Connecticut Public Transportation Council.

For public hearings related to fare changes for mass land transportation, existing law requires DOT to notify these legislative committees. The new law requires the department to provide this notice at least 15 days before the hearing and also to the council ([PA 24-40](#), § 19, effective July 1, 2024).

Shore Line East Service Restoration

New legislation requires the DOT commissioner, by January 1, 2025, to submit a report to the Transportation Committee (1) identifying at least five alternative methods for restoring Shore Line East rail line service and (2) recommending the funding level needed to implement each alternative ([PA 24-40](#), § 53, effective upon passage).

Capital Projects and Transportation Funding

DOT Capital Projects Information

This session, the General Assembly enacted legislation requiring the DOT commissioner to develop and maintain an interactive map on the department's website that displays the location and information of its active construction capital projects across the state. The map must (1) identify the funding source for each project, (2) aggregate the total costs of the projects by funding type and

construction phase, and (3) provide information and scheduled phases for the projects ([PA 24-40](#), § 18, effective upon passage).

Environmental Permitting Processes for Certain Transportation Projects

Several state laws require DEEP to hold a public hearing on permit applications if it receives a petition signed by at least 25 people asking for one. This year’s budget implementer act requires specified information to be included in petitions about certain transportation capital projects and requires a hearing only if the petition alleges aggrievement or unreasonable pollution or destruction of public trust. These requirements apply to permits for regulated activities in wetlands; certain work in tidal, coastal, or navigable waters waterward of the coastal jurisdiction line; and certain state agency activities in or affecting a floodplain ([PA 24-81](#), §§ 127-130, effective July 1, 2024).

Special Transportation Fund (STF) Debt

A new law requires that a portion of the STF’s balance be used to pay down STF-supported debt in order to reduce debt service costs in FY 25 and beyond. Specifically, the new law (1) caps the STF balance at the end of FY 24 at 18% of FY 25 appropriations and (2) requires any amount exceeding that cap to be used to pay off or reduce STF-supported debt ([PA 24-151](#), § 124, effective upon passage).

DMV-Licensed Businesses

Car Rental Companies

The legislature enacted a new law making several changes related to car rental companies and car rentals. First, it explicitly allows car rental companies to collect loss of use fees (“loss of use” is the deprivation of the car rental company’s use of a vehicle during the period reasonably required to repair it). Under the new law, companies may collect one day of the daily rental fee stated in the contract for every four labor hours required to repair the vehicle’s damage, as long as the calculated amount does not exceed a reasonable estimate of the actual income lost due to the loss of use. Violations of the new law are deemed an unfair trade practice under the Connecticut Unfair Trade Practices Act.

The new law also modifies the circumstances under which short-term car rental companies may require customers to provide a credit or debit card. Under the act, the companies may require customers to provide proof of a credit card as a condition for renting certain large or premium vehicles, but they are prohibited from requiring proof of a credit or debit card from a customer’s additional driver if the additional driver shows a valid driver’s license and the customer shows proof of a card ([PA 24-21](#), effective July 1, 2024).

Commercial Driving Schools and Driving Instructors

The legislature made several changes pertaining to driving schools and driving instructors, including:

1. increasing the surety bond amount for commercial driving schools from \$15,000 per location, up to \$100,000, to \$50,000 per location with no cap;
2. requiring driving instructors and master instructors to wear an employer-issued ID badge with their photo and license information; and
3. specifying that driving schools are responsible for ensuring the instructors they employ comply with driving school and driving instructor statutes ([PA 24-20](#), §§ 7-9, effective October 1, 2024).

Dealer and Repairer Background Checks

A new law modifies the requirements for fingerprinting and background checks for applicants for a new or renewed car dealer's or repairer's license. Under prior law, applicants were required to (1) be fingerprinted and undergo a state and national criminal history records check within 30 days before submitting the application and (2) submit the results of the check to the Department of Motor Vehicles (DMV). The new law eliminates the specified timeframe and the requirement for the applicant to submit the results to DMV ([PA 24-20](#), § 5, effective October 1, 2024).

Electronic Issuance Licenses for Registration and Title Companies

A new law modifies the regulatory treatment of entities that electronically file their customers' registration or title applications with DMV (i.e., registration and title companies) by establishing a statutory licensing structure for them. While, under prior law, these companies could file applications electronically if the commissioner approved them, under the new law they must get an "electronic issuance license." The new law delineates applicant qualifications, the licensing process, and operating rules for licensees (e.g., capping the fee they may charge per application at \$25). Currently authorized registration and title companies may continue filing applications electronically until January 1, 2025, after which they must have an electronic issuance license ([PA 24-20](#), §§ 1-3, most provisions effective October 1, 2024).

Licensed Wreckers Towing Occupied Vehicles

Under a new law, a licensed wrecker may not knowingly allow anyone to occupy a vehicle while towing it. As is the case under existing law for other provisions related to wreckers' towing and transporting motor vehicles, a violation of this provision is (1) an infraction for a first offense and (2) a class D misdemeanor for subsequent offenses, punishable by a fine of up to \$250, up to 30 days in prison, or both ([PA 24-20](#), § 37, effective October 1, 2024).

Motor Vehicle Recycler Surety Bonds

This session, the legislature imposed a surety bond requirement on motor vehicle recyclers, as is required under existing law for other DMV-licensed businesses (e.g., dealers and repairers). Applicants seeking a new license or renewing one must furnish a \$25,000 surety bond, conditioned on the applicant or licensee complying with any state or federal law or regulation relating to the business of operating a motor vehicle recycler's yard and provided as indemnity for customers' losses due to licensee actions that constitute grounds for license suspension or revocation or the licensee going out of business ([PA 24-20](#), § 6, effective October 1, 2024).

Motor Vehicle Transporter Registration Renewal Late Fee

By law, motor vehicle transporters must annually renew their registrations by the last day of March. A new law imposes a \$100 late fee for motor vehicle transporters who fail to renew their registration before it expires. It also prohibits the commissioner from renewing any transporter's registration if it has been expired for more than 45 days ([PA 24-20](#), § 4, effective October 1, 2024).

Driver's Licenses, Registrations, and Certificates of Title

Inspection of Salvage Vehicles Before Registration

By law, a salvage vehicle (i.e., one that was declared a total loss by an insurer and was subsequently reconstructed) must be inspected to determine if it is in good working condition and properly equipped before it may be titled and registered. Under prior law, these inspections had to be conducted by DMV. Under a new law, the inspections must be performed by DMV-authorized licensed repairers ([PA 24-20](#), § 10, effective July 1, 2024).

Military Experience as Substitute for Q-Endorsement Requirements

This session, the legislature modified the law on Q-endorsement eligibility to waive the training and skill demonstration requirements for qualifying veterans and servicemembers. (A Q-endorsement is a license endorsement that authorizes holders to operate a fire apparatus (i.e., drive a fire truck).) To qualify, a veteran or servicemember must meet the minimum requirements that apply to commercial driver's license (CDL) testing waivers under federal regulations. Broadly, this means an applicant (1) must show he or she was employed within a year of applying for the waiver in a military position that qualifies under the federal law; (2) drove a commercial vehicle in the military that was representative of the type he or she expects to drive; and (3) has not been convicted of certain motor vehicle offenses, among other things ([PA 24-14](#), effective October 1, 2024).

Passenger Registration of Pick-Up Trucks

A new law makes pick-up trucks with a gross vehicle weight rating (GVWR) of 8,501 pounds to 8,550 pounds eligible for a passenger registration if they are not used commercially. Under prior law, these trucks had to be registered as a combination vehicle, despite not being used commercially. By requiring these pick-up trucks to be registered as passenger vehicles, the act potentially allows them to access roads or other places that limit access by commercial traffic (e.g., state parkways) ([PA 24-20](#), § 42, effective October 1, 2024).

Passport to the Parks Fee Increase

A new law increases the Passport to the Parks motor vehicle registration fee to \$24 for a triennial registration, \$16 for a biennial registration, and \$8 for an annual registration (from \$15, \$10, and \$5, respectively) ([PA 24-81](#), § 43, effective July 1, 2025).

Veteran's License Plates and Designations for Certain Reservists

A new law allows eligible former reservists, or their surviving spouses, to get a veteran license plate. It also allows these reservists (but not their spouses) to receive a veteran designation on their driver's license or identification card. Generally, these benefits may be provided to any person who honorably served in the National Guard or a reserve component of the United States Army, Navy, Marine Corps, Coast Guard, or Air Force ([PA 24-119](#), effective October 1, 2024).

Electric Vehicles

Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) Program Changes

By law, CHEAPR gives rebates and vouchers to residents, municipalities, businesses, nonprofits, and tribal entities that buy new or used battery electric vehicles, plug-in hybrid vehicles, and fuel cell electric vehicles. CHEAPR rebate or voucher amounts are set administratively by DEEP, which must provide a higher rebate to residents of "environmental justice communities" (i.e., distressed municipalities or census block groups where 30% or more of the population meet low income criteria). Prior law required the rebate or voucher amount for residents of these communities be up to 100% more than a standard rebate. A new law increases the amount to at least 200% greater than the standard amount.

The new law also requires certain funds from the Regional Greenhouse Gas Initiative to be diverted to DEEP to fund the CHEAPR program and other programs established to support the department's engagement with environmental justice communities. Under prior law, these funds went to the

CHEAPR account, which is used to fund the CHEAPR program and certain activities related to the zero-emission school bus program ([PA 24-81](#), §§ 54 & 55, effective upon passage).

Weight Tolerance Exemption for Electric Commercial Vehicles

A new law grants a weight tolerance exemption to primarily electric commercial motor vehicles driving on any road in the state, allowing them to exceed the state’s various vehicle weight limits by up to 2,000 pounds. Among other things, this increases the general maximum gross weight for electric commercial vehicles from 80,000 pounds to 82,000 pounds. Under federal law, this exemption already applies to these vehicles when traveling on interstate highways and certain roads near them ([PA 24-20](#), § 41, effective July 1, 2024).

Impaired Driving

End Date of Ignition Interlock Requirements

A new law sets conditions under which ignition interlock device (IID) requirements end earlier than usual following administrative per se driver’s license suspensions for driving under the influence (DUI). Under the new law, if the person was arrested for DUI and if cannabis was the only detected intoxicating substance, the required IID usage ends when (1) the person is acquitted or all charges are withdrawn, nolle, or dismissed, or (2) the person’s conviction is vacated, overturned, or erased. If the person was convicted for DUI and alcohol was one of the intoxicating substances, the required IID usage ends if the person received an absolute pardon ([PA 24-137](#), § 2, effective October 1, 2024).

Incident Reports and the Administrative Per Se Process

The legislature extended the timeframe during which arresting officers must submit a report on a DUI arrest to DMV. Prior law required that the report be prepared and sent to DMV within three business days after the incident. The new law extends this timeframe to within six business days after the incident. Generally, these reports are an exception to the hearsay rule and admissible at an administrative per se license suspension hearing without the officer’s testimony ([PA 24-40](#), § 54, effective July 1, 2024).

Ports, Harbors, and the Maritime Economy

Economic Development and Tourism in the Greater Mystic Area

This session the legislature established a working group to develop an economic and tourism plan for the greater Mystic area in the towns of Groton, New London, and Stonington. Among other things, the group is tasked with developing initiatives to promote tourism, examining transportation options to ease traffic and support business development, and proposing ways to develop the

workforce. The group must also consider the potential impact of future flooding events on tourism areas and identify federal funding opportunities for tourism, transportation, and climate resilience infrastructure ([SA 24-2](#), effective upon passage).

Port Authority Report on Dredging and Other Activities

A new law requires the Connecticut Port Authority (CPA), by January 1, 2025, and then quarterly, to submit a report to the Transportation and Appropriations committees that describes the authority's (1) work to support grants under the Small Harbor Improvement Projects Program, (2) dredging activities and the dredging needs of harbors in the state, and (3) marketing activities for maritime communities. The report must also include a staffing plan to handle the authority's needs ([PA 24-81](#), § 51, effective upon passage).

Quarterly Report Review

Under existing law, CPA must submit a quarterly report to the Transportation Committee on the status of current and pending contracts, small harbor projects, and the State Pier project in New London. A new law eliminates the requirement that the Department of Administrative Services and Office of Policy and Management (OPM) review and comment on the report before it is submitted to the committee ([PA 24-81](#), § 89, effective upon passage).

Small Harbor Improvement Projects

This session, the legislature passed a law requiring CPA to establish the "Small Harbor Improvement Projects Account." Under the law, funds deposited or appropriated into the account are to be used for specified costs related to (1) federal and nonfederal dredging projects in harbors not under CPA authority (CPA oversees the deep water ports in Bridgeport, New Haven, and New London) and (2) private maritime infrastructure projects ([PA 24-48](#), effective from passage).

Motor Vehicle Property Tax

Motor Vehicle Mill Rate

Existing law allows municipalities and districts to tax motor vehicles at a different rate than other taxable property and caps the motor vehicle mill rate at 32.46 mills. A new law (1) requires those that set different mill rates for motor vehicles and other taxable property to impose the lower rate on motor vehicles and (2) explicitly authorizes them to set the motor vehicle mill rate as low as zero mills. It also requires OPM to notify municipalities (1) annually that they have these options, and the parameters around them, and (2) before implementing a revaluation, that they may consider reducing their motor vehicle mill rate ([SB 501](#), JSS, § 13, effective July 1, 2025).

Motor Vehicle Property Tax Assessments

Existing law, beginning October 1, 2024, (1) requires assessors to value vehicles using their MSRPs, subject to depreciation (rather than using a guide OPM annually selects); (2) requires DMV to give municipalities a supplemental list of vehicles it registered on a monthly, rather than annual, basis; and (3) modifies the timeline for supplemental bills. This year, the legislature (1) adjusted the depreciation schedule assessors must use to value motor vehicles, (2) eliminated a requirement that OPM define a class of motor vehicles to be treated as personal property for taxing purposes, (3) specified how assessors must value commercial vehicle modifications and attachments, and (4) eliminated certain statutory deadlines for supplemental motor vehicle tax bills ([SB 501](#), JSS, §§ 1-12, effective dates vary).

School Buses

School Bus Idling

A new law requires the DMV commissioner, by September 1, 2024, to review (and revise if needed) regulations, policies, and guidance applicable to school bus owners and operators on operating and inspecting school buses. Specifically, he must do so to ensure that these policies and procedures (1) promote adherence to the state's anti-idling law for school buses and air quality regulations related to idling and (2) do not explicitly or implicitly require a school bus to idle for more than three minutes during its daily vehicle inspection. By the same date, the new law also requires the commissioner to give guidance to school bus owners and operators on aspects of the daily inspections that may be performed with the engine off and post the guidance on its website ([PA 24-20](#), § 38, effective upon passage).

School Bus Seat Belts

Starting July 1, 2025, a new law reestablishes a DMV school bus seat belt program that helps pay for school buses with three-point lap and shoulder seat belts by refunding school bus companies half the sales tax they pay for buses on which these seat belts were installed during manufacture. Program funding comes from the existing school bus seat belt account, which is funded by a portion (\$50) of each DMV fee collected for restoring suspended licenses and registrations. The law allows school districts to apply to DMV starting October 1, 2025. Under the new law, DMV, in collaboration with the Department of Education, must annually inform school districts about the program and how to apply ([PA 24-20](#), § 40, effective January 1, 2025).

Traffic Control and Highway Safety

Bicycle-Control Signals

A new law permits the use of bicycle-control signals (i.e., three-lens signal heads with green, yellow, or red bicycle-stenciled lenses) at intersections and requires cyclists to comply with them. When both traffic control signals and bicycle-control signals are present at an intersection, cyclists must comply with the bicycle signals. Under existing law, cyclists riding on the traveled portion of roads are generally subject to the same statutory duties applicable to motor vehicle drivers ([PA 24-40](#), § 6, effective July 1, 2024).

DOT Road Safety Audits

A new law requires DOT, by October 1, 2024, to develop a process allowing a municipality's chief executive officer, local traffic authority, or regional council of governments to ask the department to do a road safety audit (RSA) of a specific state highway. The RSA process must require the DOT commissioner to notify the requesting entity in writing, within 60 days after receiving the request, of his decision whether to perform the RSA. If DOT will do one, it must coordinate with the applicable traffic authority to schedule the audit date; if not, the notice must include the reasons why. Additionally, the process must require DOT to submit RSA results to (1) the requesting entity and (2) legislators representing the municipality or municipalities where the audited state highway is located ([PA 24-40](#), § 51, effective July 1, 2024).

Local Traffic Authorities

This session, the General Assembly enacted legislation allowing municipalities to create a separate entity to serve as their local traffic authority (LTA) instead of the board of police commissioners or another entity that existing law prescribes. Under the new law, any municipality, by vote of its legislative body, may establish an LTA and appoint members to serve on it. The municipality's legislative body also sets the members' qualifications, terms, and compensation, if any. An LTA created through this process replaces the entity currently filling this role in the municipality and has all the powers and duties the law assigns to LTAs ([PA 24-40](#), §§ 7 & 8, effective July 1, 2024).

Major Traffic Generating Developments

A new law requires the Office of the State Traffic Administration (OSTA) to order local building officials to revoke building or foundation permits issued for major traffic-generating developments that do not have an OSTA certificate. Under existing law, entities constructing these developments must get a certificate and local building officials may not issue a permit unless the entity provides this certificate ([PA 24-40](#), §§ 2-5, effective July 1, 2024).

Variable Speed Limits

Under a new law, DOT may set variable speed limits (i.e., temporarily lower the posted speed limit) on limited-access highways to address traffic congestion, road construction, or other conditions affecting safe and orderly traffic movement. A variable speed limit must be (1) based on an engineering investigation, (2) no less than 10 mph below the posted speed limit, and (3) effective when it is posted and accompanied by a sign notifying drivers of the speed limit change. These new variable speed limit provisions replace a provision of prior law that generally allowed DOT to modify limited-access highway speed limits during weather events or emergencies ([PA 24-40](#), § 9, effective October 1, 2024).

Violations of Traffic Control and Road Safety Orders

This session, the legislature increased, from \$5,000 to \$10,000, the maximum fine for any person or entity that does not comply with certain orders related to traffic control and road safety (e.g., OSTA orders for major traffic generating developments or local traffic authorities' orders related to traffic control devices) ([PA 24-40](#), § 1, effective October 1, 2024).

Miscellaneous

Carbon Sequestration Study

A new law requires DOT to give a grant from available resources to UConn's Department of Natural Resources and the Environment to study carbon sequestration by trees and other vegetation along roads and other areas in the state. It earmarks special tax obligation bonds authorized for specified transportation projects for this study.

UConn must (1) submit an interim report to the Environment and Transportation committees, by January 1, 2025, and a final report with its findings and recommendations by July 1, 2025, and (2) present one or both reports at a hearing held by these committees ([PA 24-151](#), §§ 53 & 63, effective July 1, 2024).

Certification of Applicants for Accessible Parking Placards

A new law modifies the conditions under which a health care professional may certify an applicant for an accessible parking removable windshield placard. It requires health care professionals who certify placard applicants' eligibility to do so based on their professional opinion after completing a medically reasonable assessment of the applicant's medical history and current medical condition made in the course of a bona fide health care professional-patient relationship. It also (1) prohibits health care professionals from making their fees contingent on whether or not they certify the

applicants' eligibility and (2) imposes a civil penalty up to \$1,000 for violations ([PA 24-20](#), §§ 43-45, effective October 1, 2024).

Court Report to the Department of Motor Vehicles

A new law requires the court to report to the DMV commissioner anyone who willfully fails to comply with remote events and deadlines the court sets for motor vehicle infractions and certain violations. Specifically, this applies to motor vehicle violations under the jurisdiction of the Superior Court's Centralized Infractions Bureau, which is responsible for processing payments and not guilty pleas for them ([PA 24-108](#), § 2, effective July 1, 2024).

Low-Speed Vehicles

A new law generally allows the operation of "low-speed vehicles" (LSVs) on roads with speed limits of 25 mph or less. (An LSV is a four-wheeled motor vehicle that has a (1) speed attainable in one mile of more than 20 mph but not more than 25 mph on a paved, level surface and (2) gross vehicle weight rating of 3,000 pounds or less.) Under the new law, LSVs are "motor vehicles" for the purpose of state motor vehicle laws, which means, among other things, that LSVs must be registered, titled, and insured and their drivers must be licensed. The new law allows OSTA and local traffic authorities to prohibit or limit LSV use on roads under their jurisdictions ([PA 24-20](#), §§ 33-36, effective October 1, 2024).

Parking Authorities and Municipal Parking Regulations

A new law allows any municipality to adopt an ordinance authorizing its parking authority to enforce municipal parking regulations, rather than only Hartford as under prior law. As under existing law for Hartford, the ordinance may allow the municipality to remit the funds it receives for parking violations to the parking authority ([PA 24-40](#), § 52, effective July 1, 2024).

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