



**ESTUARY TRANSIT DISTRICT
LEGISLATIVE COMMITTEE
MEETING**

**ETD Offices, 91 N. Main St, Middletown, CT
with Remote Option**

February 28, 2025 at 9:30 AM

Agenda

1. Call to Order - Joan Gay, Chair
2. Roll Call - Joan Gay
3. Review and Discussion of 2025 Legislative Bills
4. Other Business
5. Next Meeting - TBD
6. Adjournment

Join Zoom Meeting

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Language Assistance is available. If you need assistance, please call Chris at 860-510-0429 ext. 104 at least 48 hours prior to the meeting.



General Assembly

January Session, 2025

Raised Bill No. 1377

LCO No. 5151



Referred to Committee on TRANSPORTATION

Introduced by:
(TRA)

***AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
DEPARTMENT OF TRANSPORTATION.***

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

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 Section 13a-255 of the general statutes is repealed and the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

3 (a) For the purposes of this section:

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

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

10 (3) "National Geodetic Survey" or "NGS" means the agency of the
11 National Oceanic and Atmospheric Administration within the United
12 States Department of Commerce, or its successor; and

13 (4) "Connecticut Plan Coordinate System" or "CPCS" means the

14 system established pursuant to this section that is identical to the state
15 plan coordinate system as defined for the state of Connecticut by the
16 National Geodetic Survey.

17 [(a)] (b) The [systems] most recent of plane coordinates [which] that
18 have been established by the National Geodetic Survey [created by the
19 National Ocean Service, formerly the United States Coast and Geodetic
20 Survey, or its successors, or the Connecticut Geodetic Survey] based on
21 the NSRS, for purposes of defining and stating the geographic positions
22 or locations of points [on] in relation to the surface of the earth within
23 the state of Connecticut shall [hereafter] be known [and designated as
24 the Connecticut Coordinate System of 1927 and the Connecticut
25 Coordinate System of 1983. In any land description in which such
26 system is used, it shall be designated the "Connecticut Coordinate
27 System of 1927" or the "Connecticut Coordinate System of 1983",
28 whichever is applicable. A detailed description of each system shall be
29 published by the Commissioner of Transportation.] as the Connecticut
30 Plan Coordinate System. The official geodetic datums to which geodetic
31 coordinates are referenced within the state of Connecticut, including,
32 but not limited to, latitude, longitude, ellipsoid height, orthometric
33 height or dynamic height, shall be as defined within the NSRS.

34 [(b) Said systems shall be designated as the Connecticut coordinate
35 systems, and said commissioner shall be responsible for their extension,
36 revision and maintenance.] (c) The detailed description of the CPCS by
37 the NGS shall be adopted and maintained by the Commissioner of
38 Transportation or the commissioner's designee. Additional systems
39 may be published by the commissioner or the commissioner's designee.

40 [(c) The following definition by the National Ocean Service is
41 adopted:] (d) The plane [coordinate values for a point on] coordinates
42 of a point in relation to the earth's surface, to be used [to express] for
43 expressing the geographic position or location of [such] the point in the
44 appropriate zone, if applicable, of the CPS, shall consist of two distances
45 expressed in [U.S. survey] meters and decimals of a meter, or

46 international feet and decimals of [a] an international foot. One of these
 47 distances, to be known as the ["N-coordinate"] "northing or y-
 48 coordinate", shall give the [position in a north and south direction] grid
 49 distance north of the x-axis of the system origin; the other, to be known
 50 as the ["E-coordinate"] "easting or x-coordinate", shall give the [position
 51 in an east and west direction. These coordinates shall be made to depend
 52 upon and conform to plane rectangular coordinate values for the
 53 monumented points of the North American Horizontal Geodetic
 54 Control Network as published by the National Geodetic Survey created
 55 by the National Ocean Service, formerly the United States Coast and
 56 Geodetic Survey, or its successors, and whose plane coordinates have
 57 been computed on the systems defined in this section.] grid distance east
 58 of the y-axis of the system origin. The x-axis of any zone shall be at right
 59 angles to the central meridian of that zone. The y-axis of any zone shall
 60 be parallel with the central meridian of that zone. The x-axis shall be
 61 perpendicular to the y-axis. When applicable, height shall be the
 62 coordinate value of the vertical elements of the NSRS expressed as
 63 international feet or meters and identified as an ellipsoid height or an
 64 orthometric height. The international foot, typically referred to as the
 65 foot, shall be used to express all foot distances and coordinates. A
 66 definition of one international foot equals three thousand forty-eight
 67 ten-thousandths meters shall be used. Other units may be used in
 68 previous or additional coordinate systems as published by the
 69 Commissioner of Transportation or the commissioner's designee.

70 [(1) "The Connecticut Coordinate System of 1927" is defined as
 71 follows: A Lambert conformal conic projection of the Clarke spheroid of
 72 1866, having standard parallels at north latitudes 41 degrees 52 minutes
 73 and 41 degrees 12 minutes along which parallels the scale shall be exact.
 74 The origin of coordinates is at the intersection of the meridian 72 degrees
 75 45 minutes west of Greenwich and the parallel 40 degrees 50 minutes
 76 north latitude. This origin is given the coordinates: X=600,000 and Y=0
 77 feet.

78 (2) "The Connecticut Coordinate System of 1983" is defined as

79 follows: A Lambert conformal conic projection of the North American
80 datum of 1983, having standard parallels at north latitudes 41 degrees
81 52 minutes and 41 degrees 12 minutes along which parallels the scale
82 shall be exact. The origin of coordinates is at the intersection of the
83 meridian 72 degrees 45 minutes west of Greenwich and the parallel 40
84 degrees 50 minutes north latitude. This origin is given the coordinates:
85 N=500,000 feet and E=1,000,000 feet.]

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

92 [(e)] (f) For the purposes of describing the location of any survey
93 station or land boundary corner in the state of Connecticut, it shall be
94 considered a complete, legal and satisfactory description of such
95 location to give the position of said survey station or land boundary
96 corner on the system of plane coordinates, with a height if applicable, as
97 defined in this section. The method and source for establishing
98 coordinates shall be described in the land or deed record. In all instances
99 where a reference has been made to coordinates in land surveys or
100 deeds, a statement of the metadata of observations shall be included in
101 the record.

102 [(f)] (g) Nothing contained in this section shall require descriptions of
103 real estate to be based only on [either of the Connecticut coordinate
104 systems] CPCS.

105 [(g)] (h) [Said] The commissioner or [his agent or agents] the
106 commissioner's designee may enter upon private property for the
107 purpose of surveying, establishing or maintaining the survey. [He] The
108 commissioner or the commissioner's designee shall use care so that no
109 unnecessary damage shall result to any private property and the state

110 shall be liable to the owner of such property for any damage so caused.

111 [(h) The Connecticut Coordinating System of 1927 shall not be used
112 for new mapping after December 31, 1996; the Connecticut Coordinate
113 System of 1983 shall be the sole system for new mapping after said date.]

114 (i) After the official NGS release or the authorization of any subsequent
115 updates to the Connecticut Plan Coordinate System, and upon the
116 approval of its use or update by the Commissioner of Transportation or
117 the commissioner's designee, new state mapping projects shall be based
118 on said system's current realization unless a different system is
119 determined to be necessary. Mapping coordinates based on the CPCS
120 shall include a statement as to their basis in the metadata. Mapping
121 based on a different system shall contain projection information and a
122 clear statement of purpose regarding the decision to use said system in
123 the metadata. Where feasible, mapping projects based on different
124 systems should also be made available in CPCS unless such provision
125 would create an undue hardship or burden on the project creator. The
126 provisions of this section shall not be construed to prohibit the
127 appropriate use of other datums, geodetic reference frames or plan
128 coordinate systems, nor shall the provisions of this section require the
129 revision of any survey, mapping project, deed, record or other
130 document prepared or recorded that utilized any other coordinate
131 systems previously authorized by the state.

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

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

140 (b) Notwithstanding the provisions of subsection (a) of this section, a

141 surveyor licensed under chapter 391, or a person acting at the direction
142 of any such licensed surveyor, may remove an existing marker in order
143 to place an upgraded marker in the same location.

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

151 Sec. 3. (NEW) (*Effective from passage*) (a) As used in this section,
152 "testing entity" means a person, company, institution of higher
153 education, nonprofit organization or other organization involved with
154 the design or testing of autonomous vehicles, and "state highway" has
155 the same meaning as provided in section 13a-1 of the general statutes.

156 (b) The Department of Transportation may establish a pilot program
157 to allow testing entities to test autonomous vehicles on state highways.
158 A testing entity shall apply to the department in the manner and form
159 directed by the department for inclusion in the pilot program. Prior to
160 the implementation of the pilot program, the Commissioner of
161 Transportation shall consult with the Commissioners of Motor Vehicles
162 and Emergency Services and Public Protection to ensure the safe
163 implementation and operation of the pilot program.

164 (c) A testing entity shall not test an autonomous vehicle unless both
165 the testing entity and the operator (1) comply with standards
166 established by the National Highway Traffic Safety Administration
167 regarding autonomous vehicles, and (2) satisfy any other requirement
168 as determined by the Department of Transportation as necessary to
169 ensure the safe operation of the autonomous vehicle.

170 (d) (1) The Commissioner of Transportation shall notify the joint
171 standing committee of the General Assembly having cognizance of

172 matters relating to transportation when the pilot program is
173 implemented.

174 (2) Not later than one year after the implementation of the pilot
175 program, the Commissioner of Transportation shall submit a report, in
176 accordance with the provisions of section 11-4a of the general statutes,
177 to the joint standing committee of the General Assembly having
178 cognizance of matters relating to transportation concerning the
179 operation of the pilot program and any recommendations to expand the
180 pilot program.

181 Sec. 4. Subsection (a) of section 14-300 of the general statutes is
182 repealed and the following is substituted in lieu thereof (*Effective July 1,*
183 *2025*):

184 (a) The traffic authority may designate, by appropriate official traffic
185 control devices, as defined in section 14-297, or markers, or by lines
186 upon the surface of the highway, such crosswalks and intersections as,
187 in its opinion, constitute a danger to pedestrians crossing the highway,
188 [including, but not limited to, specially marked crosswalks in the
189 vicinity of schools, which crosswalks shall have distinctive markings,]
190 in accordance with the regulations of the Office of the State Traffic
191 Administration, [to denote use of such crosswalks by school children,]
192 and may maintain suitable signs located at intervals along highways,
193 particularly where there are no sidewalks, directing pedestrians to walk
194 facing vehicular traffic.

195 Sec. 5. Section 14-299 of the general statutes is repealed and the
196 following is substituted in lieu thereof (*Effective July 1, 2025*):

197 (a) For the purpose of standardization and uniformity, no installation
198 of or revision to any traffic control signal light shall be made by any
199 town, city or borough until the same has been approved by the Office of
200 the State Traffic Administration. Such approval shall be based on
201 necessity for, location of and type of such signal light and shall be
202 applied for on a form supplied by the Office of the State Traffic

203 Administration and shall be submitted to said office by the traffic
204 authority having jurisdiction. Approval of any such signal light may be
205 revoked by the Office of the State Traffic Administration at any time if
206 said office deems such revocation to be in the interest of public safety,
207 and thereupon such signal lights shall be removed by the traffic
208 authority having jurisdiction.

209 (b) When traffic at an intersection is alternately directed to proceed
210 and to stop by the use of signals exhibiting colored lights or lighted
211 arrows, successively one at a time or in combination, only the colors
212 green, red and yellow shall be used, except for special pedestrian-
213 control signals carrying word legends or symbols. Such lights or arrows
214 shall apply to drivers of vehicles, pedestrians and operators of bicycles,
215 except when such pedestrians are directed by pedestrian-control signals
216 pursuant to subsection (c) of this section and such operators are directed
217 by bicycle-control signals pursuant to subsection (e) of this section. Such
218 lights or arrows shall indicate the following:

219 (1) Circular green alone: Vehicular traffic facing a green signal may
220 proceed straight through or turn right or left unless a sign or marking at
221 such place prohibits either such turn or straight through movement,
222 except that such traffic shall yield the right-of-way to pedestrians and
223 vehicles within a crosswalk or the intersection at the time such signal
224 was exhibited; pedestrians facing the green signal, except when directed
225 by separate pedestrian-control signals, may proceed across the highway
226 within any marked or unmarked crosswalk.

227 (2) Yellow: Vehicular traffic facing a steady yellow signal is thereby
228 warned that the related green movement is being terminated or that a
229 red indication will be exhibited immediately thereafter, when vehicular
230 traffic shall stop before entering the intersection unless so close to the
231 intersection that a stop cannot be made in safety; pedestrians facing a
232 steady yellow signal, except when directed by separate pedestrian-
233 control signals, are thereby advised that there is insufficient time to
234 cross the roadway before a red indication is shown and no pedestrian

235 shall then start to cross the roadway.

236 (3) Red alone: Vehicular traffic facing a steady red signal alone shall
237 stop before entering the crosswalk on the near side of the intersection
238 or, if none, then before entering the intersection and remain standing
239 until the next indication is shown; provided, on or after July 1, 1979,
240 vehicular traffic traveling in the travel lane nearest the right hand curb
241 or other defined edge of the roadway, unless a sign approved by the
242 Office of the State Traffic Administration has been erected in the
243 appropriate place prohibiting this movement, may cautiously enter the
244 intersection to make a right turn onto a two-way street or onto another
245 one-way street on which all the traffic is moving to such vehicle's right
246 after such vehicle has stopped as required in this subdivision and
247 yielded the right-of-way to pedestrians within an adjacent crosswalk
248 and to other traffic lawfully using the intersection. Pedestrians facing a
249 steady red signal alone, except when directed by separate pedestrian-
250 control signals, shall not enter the roadway.

251 (4) Green arrow: Vehicular traffic facing a green arrow signal, shown
252 alone or in combination with another indication, may cautiously enter
253 the intersection only to make the movement indicated by such arrow, or
254 such other movement as is permitted by other indications shown at the
255 same time, but such vehicular traffic shall yield the right-of-way to
256 pedestrians within a crosswalk and to other traffic lawfully within the
257 intersection.

258 (c) Whenever special pedestrian-control signals exhibiting the words
259 "Walk" or "Don't Walk" or the image of a walking person symbolizing
260 "Walk" or an upraised hand symbolizing "Don't Walk" are in place,
261 pedestrians shall comply with such signals. Such signals shall indicate
262 as follows: (1) "Walk" or walking person symbol: Pedestrians facing
263 such signals may proceed across the roadway in the direction of the
264 signal and shall be given the right-of-way by the drivers of all vehicles;
265 and (2) "Don't Walk" or upraised hand symbol: No pedestrian shall start
266 to cross the roadway in the direction of such signal, but any pedestrian

267 who has partially completed crossing on the walk signal shall proceed
268 to a sidewalk or safety island while the flashing "Don't Walk" or flashing
269 upraised hand symbol signal is showing.

270 (d) When an illuminated flashing red or yellow signal is used in a
271 traffic sign or signal, it shall require obedience by vehicular traffic as
272 follows:

273 (1) Flashing red: When a red lens is illuminated by rapid intermittent
274 flashes, vehicular traffic shall stop before entering the nearest crosswalk
275 at an intersection, or at a limit line when marked or, if none, then before
276 entering the intersection, and the right to proceed shall be subject to the
277 rules applicable after making a stop at a stop sign.

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

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

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

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

291 (3) Red bicycle: Bicycle traffic facing a red bicycle signal shall stop in
292 the same manner as if facing a steady red signal alone as described in
293 subdivision (3) of subsection (b) of this section, provided bicycle traffic
294 may cautiously enter the intersection as described in said subdivision.

295 (4) Flashing red bicycle: When a red bicycle signal is illuminated by

296 rapid intermittent flashes, bicycle traffic shall stop in the same manner
297 as if facing a red lens illuminated by rapid intermittent flashes as
298 described in subdivision (1) of subsection (d) of this section.

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

302 (f) Lenses of the following colors only shall be used and shall be
303 arranged vertically in the signal face or, when necessary, horizontally,
304 and shall conform to the following positions: When arranged vertically,
305 red shall be located at the top, yellow shall be located directly below red
306 and the remaining indications below the yellow in the following order:
307 Flashing yellow, circular green, vertical arrow, left-turn arrow and
308 right-turn arrow, as needed; when arranged horizontally, red shall be
309 located at the left, yellow shall be located directly to the right of red and
310 the remaining indications to the right of yellow in the following order:
311 Flashing yellow, left-turn arrow, circular green, vertical arrow and
312 right-turn arrow, as needed.

313 (g) When lane-direction-control signals are placed over the
314 individual lanes of a street or highway, vehicular traffic may travel in
315 any lane over which a green arrow signal is shown, but shall not enter
316 or travel in any lane over which a red X signal is shown.

317 (h) If a traffic control signal, approved by the Office of the State Traffic
318 Administration, is erected and maintained at a place other than an
319 intersection, the provisions of this section shall be applicable except as
320 to those provisions which by their nature can have no application. Any
321 stop required shall be made at a sign or marking on the pavement
322 indicating where the stop shall be made, but in the absence of any sign
323 or marking, the stop shall be made at the signal.

324 (i) As used in this subsection, "light rail transit signal" has the same
325 meaning as described in the Federal Highway Administration's Manual
326 on Uniform Traffic Control Device for Streets and Highways, as

327 amended from time to time, and includes bus rapid transit signals.
328 Whenever a light rail transit signal with multiple lenses exhibiting
329 horizontal, vertical and diagonal lines is in place, the operators of light
330 rail transit and bus rapid transit shall comply with such signals. Such
331 signals shall indicate as follows:

332 (1) White vertical line or diagonal line: Light rail transit and bus rapid
333 transit facing a white vertical or diagonal signal may proceed straight,
334 left or right.

335 (2) White horizontal line: Light rail transit and bus rapid transit facing
336 a white horizontal signal shall stop.

337 (3) Flashing white vertical line or diagonal line: Light rail transit and
338 bus rapid transit facing a flashing white vertical or diagonal signal shall
339 prepare to stop.

340 Sec. 6. Section 14-251 of the general statutes is repealed and the
341 following is substituted in lieu thereof (*Effective July 1, 2025*):

342 (a) No vehicle shall be permitted to remain stationary within ten feet
343 of any fire hydrant, or upon the traveled portion of any highway except
344 upon the right-hand side of such highway in the direction in which such
345 vehicle is headed; and, if such highway is curbed, such vehicle shall be
346 so placed that its right-hand wheels, when stationary, shall, when safety
347 will permit, be within a distance of twelve inches from the curb, except
348 if a bikeway, as defined in section 13a-153f, or such bikeway's buffer
349 area, as described in the federal Manual on Uniform Traffic Control
350 Devices, is in place between the parking lane and the curb, such vehicle
351 shall be so placed that its right-hand wheels, when stationary, shall,
352 when safety will permit, be within a distance of twelve inches from the
353 edge of such bikeway or buffer area.

354 (b) No vehicle shall be permitted to remain parked within [twenty-
355 five] thirty feet of an intersection or an approach to a marked crosswalk,
356 except (1) within [ten] twenty feet of such intersection or marked

357 crosswalk if such intersection or marked crosswalk has a curb extension
358 treatment with a width equal to or greater than the width of the parking
359 lane, or (2) if there is an available parking space that was established on
360 or before October 1, 2022. No vehicle shall be permitted to remain
361 parked within [twenty-five] thirty feet of a stop sign or yield sign caused
362 to be erected by the traffic authority in accordance with the provisions
363 of section 14-301. [, except where permitted by the traffic authority of
364 the city of New Haven at the intersection of one-way streets located in
365 and comprised entirely of highways under the jurisdiction of the city of
366 New Haven.]

367 (c) No vehicle shall be permitted to remain stationary upon the
368 traveled portion of any highway at any curve or turn or at the top of any
369 grade where a clear view of such vehicle may not be had from a distance
370 of at least one hundred fifty feet in either direction. The Commissioner
371 of Transportation may post signs upon any highway at any place where
372 the keeping of a vehicle stationary is dangerous to traffic, and the
373 keeping of any vehicle stationary contrary to the directions of such signs
374 shall be a violation of this section. No vehicle shall be permitted to
375 remain stationary upon the traveled portion of any highway within fifty
376 feet of the point where another vehicle, which had previously stopped,
377 continues to remain stationary on the opposite side of the traveled
378 portion of the same highway. No vehicle shall be permitted to remain
379 stationary within the limits of a public highway in such a manner as to
380 constitute a traffic hazard or obstruct the free movement of traffic
381 thereon, provided a vehicle which has become disabled to such an
382 extent that it is impossible or impracticable to remove it may be
383 permitted to so remain for a reasonable time for the purpose of making
384 repairs thereto or of obtaining sufficient assistance to remove it.

385 (d) Nothing in this section shall be construed to apply to emergency
386 vehicles and to maintenance vehicles displaying flashing lights or to
387 prohibit a vehicle from stopping, or being held stationary by any officer,
388 in an emergency to avoid accident or to give a right-of-way to any
389 vehicle or pedestrian as provided in this chapter, or from stopping on

390 any highway within the limits of an incorporated city, town or borough
391 where the parking of vehicles is regulated by local ordinances.

392 (e) Violation of any provision of this section shall be an infraction.

393 Sec. 7. Subsection (a) of section 13a-124a of the general statutes is
394 repealed and the following is substituted in lieu thereof (*Effective July 1,*
395 *2025*):

396 (a) As used in this section, "specific service sign" means a rectangular
397 sign with the word GAS, FOOD, LODGING, CAMPING, [or]
398 ATTRACTION or EV CHARGING or any other word permitted in the
399 Federal Highway Administration's Manual on Uniform Traffic Control
400 Devices for Streets and Highways, as amended from time to time, and
401 exit directional information pertaining to the designated motorist
402 service placed on the sign and upon which is mounted separately
403 attached business sign panels showing the brand, symbol, trademark or
404 name, or any combination of these, for the designated service available
405 on a crossroad at or near an interchange or intersection.

406 Sec. 8. Subsection (a) of section 13a-98i of the general statutes is
407 repealed and the following is substituted in lieu thereof (*Effective July 1,*
408 *2025*):

409 (a) The commissioner may enter into agreements for the acceptance
410 and expenditure of funds concerning federal surface transportation
411 urban program roadways or facilities and eligible federal surface
412 transportation rural collector roadways or facilities with the United
413 States Secretary of Transportation or local officials, or both, to develop
414 plans and establish programs for, and construct improvements on or to
415 such roadways or facilities using appropriations made to the
416 Department of Transportation by the General Assembly and
417 apportionments to the Department of Transportation or a municipality
418 by said Secretary of Transportation under the provisions of [the Safe,
419 Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for
420 Users (SAFETEA-LU), all amendments thereto] any act of Congress

421 providing for federal surface transportation funding and all applicable
422 federal regulations. Any municipality becoming a party to an agreement
423 concerning such improvements on locally maintained roadways or
424 facilities shall pay fifty per cent of that portion of the cost thereof, which
425 is not paid by the federal government, including required studies,
426 establishing programs, development of plans, engineering expenses,
427 acquisition of rights-of-way, required municipally-owned utility work
428 and construction activities, provided the municipality may pay up to
429 the entire nonfederal government share on locally maintained roadways
430 or facilities when the commissioner and municipality agree that this
431 action is warranted, necessary and desirable in order to obtain federal
432 funds. The state may pay fifty per cent of that portion of the cost thereof
433 which is not paid by the federal government on locally maintained
434 roadways or facilities and shall pay the entire portion not paid by the
435 federal government on state maintained roadways or facilities.

436 Sec. 9. Section 13a-98e of the general statutes is repealed and the
437 following is substituted in lieu thereof (*Effective July 1, 2025*):

438 The commissioner may acquire by purchase, gift or condemnation in
439 the name of the state such real property for any federal surface
440 transportation urban program roadway or facility or rights of access to
441 and egress from land abutting any federal surface transportation urban
442 program roadway or facility as is necessary to construct and maintain
443 the improvements to any such roadway or facility in the same manner
444 and with like powers as authorized and exercised by said commissioner
445 in acquiring real property or rights of access to and egress from land
446 abutting state highways for highway purposes.

447 Sec. 10. Section 13a-98m of the general statutes is repealed and the
448 following is substituted in lieu thereof (*Effective July 1, 2025*):

449 As used in sections 13a-98e, 13a-98f and 13a-98i to 13a-98k, inclusive,
450 as amended by this act, "federal surface transportation urban program
451 roadway or facility" means any state or locally maintained roadway or

452 facility that is deemed eligible for surface transportation urban program
453 funding in accordance with the [Transportation Equity Act for the 21st
454 Century, all amendments to said act] provisions of any act of Congress
455 providing for federal surface transportation funding and all applicable
456 federal regulations.

457 Sec. 11. Section 13a-60 of the general statutes is repealed and the
458 following is substituted in lieu thereof (*Effective July 1, 2025*):

459 The commissioner or [his] the commissioner's agent may enter upon
460 private property for the purpose of conducting surveys, inspections or
461 geological investigations for the location, relocation, construction or
462 reconstruction of any proposed or existing highway or railroad facilities.
463 After giving reasonable notice to the property owner or owners affected,
464 [he or his] the commissioner or the commissioner's agent may also enter
465 private property for the purpose of performing borings, soundings or
466 other tests required to accomplish any of the foregoing objectives with
467 respect to such highways [. He] or railroad facilities. The commissioner
468 or the commissioner's agent shall use care so that no unnecessary
469 damage shall result, and the state shall pay damages to the owner of any
470 property from appropriations made to the Department of
471 Transportation for any damage or injury [he] the commissioner or the
472 commissioner's agent causes such owner by such entrance and use. If
473 entry to any property for the purpose of performing borings, soundings
474 or other tests is refused to the commissioner or [his] the commissioner's
475 agent after [he] the commissioner or the commissioner's agent has given
476 reasonable notice to the owner or owners thereof, the commissioner
477 shall assess damages in the manner provided by statute for the taking
478 of land for highway purposes, and, at any time after such assessment
479 has been made by said commissioner, may enter [said] such property
480 for the purpose of performing borings, soundings or other tests. If the
481 owner accepts such assessment of damages, [he] the owner shall notify
482 the commissioner in writing, and said commissioner shall pay such sum
483 to [said] such owner within thirty days or, after the expiration of [said]
484 such thirty days, shall pay such sum with interest at six per cent. If the

485 owner is aggrieved by such assessment, [he] the owner shall notify the
486 commissioner in writing and may appeal to any court within its
487 jurisdiction for a reassessment of such damages within six months from
488 the date said commissioner forwarded such assessment to such owner.
489 This section shall not limit or modify rights of entry upon property
490 otherwise provided for by law.

491 Sec. 12. Section 13b-244 of the general statutes is repealed and the
492 following is substituted in lieu thereof (*Effective July 1, 2025*):

493 Each railroad company may hold such real estate as may be
494 convenient for accomplishing the objects of its organization. [.] Each
495 railroad company and the Commissioner of Transportation may by [its]
496 the agents of such company or of the commissioner enter such places as
497 may be designated by its directors or the commissioner for the purpose
498 of making surveys and determining the line whereon to construct [its] a
499 railroad and may construct, equip and maintain a railroad, with one or
500 more tracks, over the route specified in its charter, in the case of the
501 railroad company, and transport persons or property thereon by any
502 power.

503 Sec. 13. Subsection (b) of section 13b-36 of the general statutes is
504 repealed and the following is substituted in lieu thereof (*Effective July 1,*
505 *2025*):

506 (b) The commissioner may sell, lease, convey or enter into any other
507 arrangement for the use of such property for the operation of
508 transportation services, or for such other purposes as the commissioner
509 determines to be consistent with the best interests of the state. With
510 respect to such state-owned property that supports rail operations,
511 including any rail right-of-way, the commissioner may issue an entry
512 permit on a form required by the commissioner to any person seeking
513 nonexclusive, temporary access to such property. Such permit shall
514 specify the insurance coverage that the permittee shall be required to
515 obtain, as determined by the commissioner in consultation with the

516 state's Director of Insurance and Risk Management, with the state
517 named as an additional insured. No liability shall accrue to the state or
518 any agency or employee of the state for any injuries or damages to any
519 person or property that may result, either directly or indirectly, from the
520 activities of the permittee on such property.

521 Sec. 14. Section 7-273l of the general statutes is repealed and the
522 following is substituted in lieu thereof (*Effective July 1, 2025*):

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

527 (b) Each transit district established under this chapter or any special
528 act may (1) impose service charges and user fees on persons using transit
529 systems operated by such district, and (2) apply for funding from the
530 Department of Transportation in accordance with the provisions of this
531 section to finance the construction, acquisition, purchase, lease or
532 operation of a mass transit system and related programs authorized
533 under section 7-273b. Commencing with the fiscal year ending June 30,
534 1984, until June 30, 2024, inclusive, the commissioner shall distribute
535 such funds to each transit district located in an urbanized area or a rural
536 area in the same manner as the formula specified under 49 USC 5307, as
537 amended from time to time, or 49 USC 5311, as amended from time to
538 time. Commencing with the fiscal year ending June 30, 2025, and each
539 fiscal year thereafter, the commissioner shall distribute such funds to
540 each transit district located in a rural area in the same manner as the
541 formula specified under 49 USC 5311, as amended from time to time.
542 Any municipality providing transit service that is not part of a transit
543 district may either establish a transit district under the provisions of this
544 chapter to assume operating control of such service or negotiate an
545 agreement with the Department of Transportation to administer the
546 operation of such service. In the latter case, the department shall provide
547 financial assistance to such municipality according to the formula

548 specified in this section. As a condition of receiving any funds under this
549 subsection, a transit district or municipality shall meet eligibility criteria
550 established by the commissioner, including, but not limited to, deriving
551 a portion of operating costs from service charges, user fees, federal or
552 local subsidies and sources other than from state subsidies.

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

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

574 [(e)] (c) The Commissioner of Transportation shall adopt regulations,
575 in accordance with the provisions of chapter 54, to implement the
576 purposes of this section.

577 Sec. 15. Section 13b-79t of the general statutes is repealed and the
578 following is substituted in lieu thereof (*Effective July 1, 2025*):

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

589 Sec. 16. Sections 13a-260, 13b-79y and 14-300a of the general statutes
 590 are repealed. (*Effective July 1, 2025*)

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>January 1, 2026</i>	13a-255
Sec. 2	<i>January 1, 2026</i>	47-34a
Sec. 3	<i>from passage</i>	New section
Sec. 4	<i>July 1, 2025</i>	14-300(a)
Sec. 5	<i>July 1, 2025</i>	14-299
Sec. 6	<i>July 1, 2025</i>	14-251
Sec. 7	<i>July 1, 2025</i>	13a-124a(a)
Sec. 8	<i>July 1, 2025</i>	13a-98i(a)
Sec. 9	<i>July 1, 2025</i>	13a-98e
Sec. 10	<i>July 1, 2025</i>	13a-98m
Sec. 11	<i>July 1, 2025</i>	13a-60
Sec. 12	<i>July 1, 2025</i>	13b-244
Sec. 13	<i>July 1, 2025</i>	13b-36(b)
Sec. 14	<i>July 1, 2025</i>	7-273l
Sec. 15	<i>July 1, 2025</i>	13b-79t
Sec. 16	<i>July 1, 2025</i>	Repealer section

Statement of Purpose:

To implement the recommendations of the Department of Transportation concerning the Connecticut Plan Coordinate System, an autonomous vehicle pilot program, crosswalks, light rail transit signals,

Raised Bill No. 1377

highway service signs, federal surface transportation urban program funding, rail facilities and transit districts.

[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]



General Assembly

January Session, 2025

Proposed Bill No. 5373

LCO No. 1886



Referred to Committee on TRANSPORTATION

Introduced by:

REP. CANDELORA V., 86th Dist.

REP. O'DEA, 125th Dist.

REP. RUTIGLIANO, 123rd Dist.

REP. ACKERT, 8th Dist.

REP. PERILLO J., 113th Dist.

REP. ZUPKUS, 89th Dist.

REP. ZAWISTOWSKI, 61st Dist.

REP. CARNEY, 23rd Dist.

***AN ACT REPEALING THE STATE MOTOR VEHICLE FLEET
ELECTRIFICATION MANDATE.***

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

- 1 That section 4a-67d of the general statutes be amended by repealing
- 2 the revisions made by section 1 of public act 22-25 regarding the state
- 3 motor vehicle fleet electrification mandate.

Statement of Purpose:

To reduce the demand on the electric grid by repealing the state motor vehicle fleet electrification mandate.



General Assembly

January Session, 2025

Committee Bill No. 714

LCO No. 4235



Referred to Committee on TRANSPORTATION

Introduced by:
(TRA)

AN ACT RESTORING SERVICE ON THE SHORE LINE EAST RAIL LINE.

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

- 1 Section 1. (*Effective from passage*) Not later than July 1, 2025, the
- 2 Department of Transportation shall restore service on the Shore Line
- 3 East rail line to the same level of service that existed prior to the
- 4 reduction in service due to the COVID-19 public health emergency and
- 5 the civil preparedness emergency declared by the Governor on March
- 6 10, 2020.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>from passage</i>	New section
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Statement of Purpose:

To require the Department of Transportation to fully restore service on the Shore Line East rail line.

Committee Bill No. 714

[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]

Co-Sponsors: SEN. COHEN, 12th Dist.; SEN. NEEDLEMAN, 33rd Dist.
SEN. MARX, 20th Dist.; SEN. OSTEN, 19th Dist.
REP. BUMGARDNER, 41st Dist.; REP. COMEY, 102nd Dist.
REP. GAUTHIER, 38th Dist.; REP. MENAPACE, 37th Dist.
REP. NOLAN, 39th Dist.; REP. PARKER, 101st Dist.
REP. RADER, 98th Dist.; REP. ANISKOVICH, 35th Dist.
REP. CANDELORA V., 86th Dist.; REP. CARNEY, 23rd Dist.

S.B. 714