



Substitute House Bill No. 5255

Public Act No. 22-40

AN ACT CONCERNING RECOMMENDATIONS BY THE DEPARTMENT OF TRANSPORTATION AND VARIOUS REVISIONS TO THE TRANSPORTATION STATUTES.

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

Section 1. Section 14-251 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):

(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 Manual on Uniform Traffic Control Devices, 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) No vehicle shall be permitted to remain parked within twenty-five feet of an intersection or an approach to a marked crosswalk, [at

Substitute House Bill No. 5255

such intersection,] except (1) within ten feet of 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, [and such intersection is located in and comprised entirely of highways under the jurisdiction of the city of New Haven,] or (2) if there is an available parking space that was established on or before October 1, 2022. No vehicle shall be permitted to remain parked within twenty-five feet of a stop 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) 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. 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. 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

Substitute House Bill No. 5255

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 any provision of this section shall be an infraction.

Sec. 2. Subsection (b) of section 14-218a of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):

(b) [The] (1) Except as provided in subdivision (2) of this subsection, the Office of the State Traffic Administration shall establish a speed limit of sixty-five miles per hour on any multiple lane, limited access highways that are suitable for a speed limit of sixty-five miles per hour, taking into consideration relevant factors including design, population of area and traffic flow.

(2) The Commissioner of Transportation may establish the speed limit on limited access highways during a weather event or an emergency, provided the commissioner erects electronic signs indicating such speed limit.

Sec. 3. Section 14-219 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):

(a) No person shall operate any motor vehicle (1) upon any highway, road or any parking area for ten cars or more, at such a rate of speed as to endanger the life of any occupant of such motor vehicle, but not the life of any other person than such an occupant; (2) at a rate of speed greater than fifty-five miles per hour upon any highway other than a highway specified in subdivision (1) of subsection (b) of section 14-218a,

Substitute House Bill No. 5255

as amended by this act, for which a speed limit has been established in accordance with the provisions of said [subsection] subdivision; (3) at a rate of speed greater than sixty-five miles per hour upon any highway specified in subdivision (1) of subsection (b) of section 14-218a, as amended by this act, for which a speed limit has been established in accordance with the provisions of said [subsection] subdivision; [or] (4) if such person is under eighteen years of age, upon any highway or road for which a speed limit of less than sixty-five miles per hour has been established in accordance with section 14-218a, as amended by this act, or section 14-307a, as amended by this act, at a rate of speed more than twenty miles per hour above such speed limit; or (5) at a rate of speed greater than the speed limit upon a limited access highway for which a speed limit has been established in accordance with the provisions of subdivision (2) of subsection (b) of section 14-218a, as amended by this act.

(b) Any person who operates a motor vehicle (1) on a multiple lane, limited access highway other than a highway specified in subdivision (1) of subsection (b) of section 14-218a, as amended by this act, for which a speed limit has been established in accordance with the provisions of said [subsection] subdivision at a rate of speed greater than fifty-five miles per hour but not greater than seventy miles per hour, (2) on a multiple lane, limited access highway specified in subdivision (1) of subsection (b) of section 14-218a, as amended by this act, for which a speed limit has been established in accordance with the provisions of said [subsection] subdivision at a rate of speed greater than sixty-five miles per hour but not greater than seventy miles per hour, (3) on any other highway at a rate of speed greater than fifty-five miles per hour but not greater than sixty miles per hour, [or] (4) if such person is under eighteen years of age, upon any highway or road for which a speed limit of less than sixty-five miles per hour has been established in accordance with section 14-218a, as amended by this act, or section 14-307a, as amended by this act, at a rate of speed more than twenty miles per hour

Substitute House Bill No. 5255

above such speed limit, or (5) at a rate of speed greater than the speed limit upon a limited access highway for which a speed limit has been established in accordance with the provisions of subdivision (2) of subsection (b) of section 14-218a, as amended by this act, shall commit an infraction, provided any such person operating a truck, as defined in section 14-260n, shall have committed a violation and shall be fined not less than one hundred dollars nor more than one hundred fifty dollars.

(c) Any person who violates any provision of subdivision (1) of subsection (a) of this section or who operates a motor vehicle (1) on a multiple lane, limited access highway at a rate of speed greater than seventy miles per hour but not greater than eighty-five miles per hour, or (2) on any other highway at a rate of speed greater than sixty miles per hour but not greater than eighty-five miles per hour, shall be fined not less than one hundred dollars nor more than one hundred fifty dollars, provided any such person operating a motor vehicle described in subsection (a) of section 14-163c shall be fined not less than one hundred fifty dollars nor more than two hundred dollars.

(d) No person shall be subject to prosecution for a violation of both subsection (a) of this section and subsection (a) of section 14-222 because of the same offense.

(e) Notwithstanding any provision of the general statutes, [to the contrary,] any person who violates subdivision (1) of subsection (a) of this section, subdivision (1) or (2) of subsection (b) of this section while operating a truck, as defined in section 14-260n, or subdivision (1) of subsection (c) of this section while operating a motor vehicle or a truck, as defined in section 14-260n, shall follow the procedures set forth in section 51-164n, as amended by this act.

Sec. 4. Section 13b-34 of the general statutes is amended by adding subsection (l) as follows (*Effective July 1, 2022*):

Substitute House Bill No. 5255

(NEW) (l) If the commissioner deems it to be in the best interest of the state, the commissioner may indemnify and hold harmless any railroad company in connection with an interim trail use and rail banking arrangement pursuant to 49 CFR 1152.29, as amended from time to time.

Sec. 5. Subdivision (1) of subsection (c) of section 4a-60 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(1) Any contractor who has one or more contracts with an awarding agency or who is a party to a municipal public works contract or a contract for a quasi-public agency project shall include a nondiscrimination affirmation provision certifying that the contractor understands the obligations of this section and will maintain a policy for the duration of the contract to assure that the contract will be performed in compliance with the nondiscrimination requirements of subsection (a) of this section. The authorized signatory of the contract shall demonstrate his or her understanding of this obligation by [either] (A) initialing the nondiscrimination affirmation provision in the body of the contract, [or] (B) providing an affirmative response in the required online bid or response to a proposal question which asks if the contractor understands its obligations, or (C) signing the contract.

Sec. 6. Subdivisions (2) and (3) of subsection (b) of section 4a-81 of the 2022 supplement to the general statutes are repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(2) Such representation shall be [sworn as true] made to the best knowledge and belief of the person signing the contract and shall be subject to the [penalties] penalty of false statement as provided in section 53a-157b.

(3) [Such] If such representation indicates that a consulting agreement has been entered into in connection with any such contract,

Substitute House Bill No. 5255

such representation shall include or attach the following information for each consulting agreement listed: The name of the consultant, the consultant's firm, the basic terms of the consulting agreement, a brief description of the services provided, and an indication as to whether the consultant is a former state employee or public official. If the consultant is a former state employee or public official, such representation shall indicate his or her former agency and the date such employment terminated.

Sec. 7. Subsection (b) of section 4-252 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(b) The official or employee of such state agency or quasi-public agency who is authorized to execute state contracts shall represent that the selection of the [most qualified or highest ranked] person, firm or corporation was not the result of collusion, the giving of a gift or the promise of a gift, compensation, fraud or inappropriate influence from any person.

Sec. 8. Subsection (d) of section 4-252a of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(d) Any entity that makes a good faith effort to determine whether such entity has made an investment described in subsection (b) of this section shall not be [subject to the penalties of false statement pursuant to] deemed to be in breach of the contract or in violation of this section. A "good faith effort" for purposes of this subsection includes a determination that such entity is not on the list of persons who engage in certain investment activities in Iran created by the Department of General Services of the state of California pursuant to Division 2, Chapter 2.7 of the California Public Contract Code. Nothing in this subsection shall be construed to impair the ability of the state agency or

Substitute House Bill No. 5255

quasi-public agency to pursue a breach of contract action for any violation of the provisions of the contract.

Sec. 9. Section 13b-4d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) Notwithstanding any other provision of the general statutes, the Commissioner of Transportation may declare a state of emergency and may employ, in any manner, such assistance as [he] the commissioner may require to restore any railroad owned by the state or any of its subdivisions or the facilities, equipment or service of such railroad, [or] any transit system or its facilities, equipment or service, or any airport when: (1) A railroad system owned by the state or any of its subdivisions or any of the facilities or equipment of such railroad system is deemed by the commissioner to be in an unsafe condition or when there is an interruption of essential railroad services, whether or not such system or any of its facilities or equipment is physically damaged; (2) a transit facility owned by the state or any of its subdivisions or the equipment of such facility is damaged as a result of a natural disaster or incurs substantial casualty loss which results in what is deemed by the commissioner to be an unsafe condition or when there is an interruption of essential transit services; or (3) an airport owned or operated by the state or any of its subdivisions or the equipment of such airport is damaged as a result of a natural disaster or incurs substantial casualty loss which results in what is deemed by the commissioner to be an unsafe condition or when there is an interruption of essential transit services.

(b) When a privately-owned railroad system, its facility or equipment is damaged as a result of a natural disaster or incurs substantial casualty loss which results in an unsafe condition or the interruption of essential railroad service, the railroad company may request the commissioner to declare a state of emergency, and said commissioner may comply with such request and may provide assistance to such railroad company in

Substitute House Bill No. 5255

any manner [he] the commissioner deems necessary to restore [said] such railroad system, facility, equipment or service.

(c) When the commissioner declares a state of emergency pursuant to this section, the commissioner shall have the right to enter upon and utilize private property to correct the unsafe condition or restore the interruption of essential railroad or transit services. The commissioner shall make a reasonable effort to notify the owner of record of such property prior to entering such property. The owner shall be compensated for the use of such property in the manner prescribed in section 13a-73 for acquiring real property for state highway purposes.

Sec. 10. Section 13b-26 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) The commissioner shall make such alterations in the state highway system as [he] the commissioner may, from time to time, deem necessary and desirable to fulfill the purposes of this chapter and title 13a. In making any such alteration, [he] the commissioner shall consider the best interest of the state, taking into consideration relevant factors including the following: Traffic flow, origin and destination of traffic, integration and circulation of traffic, continuity of routes, alternate available routes and changes in traffic patterns. The relative weight to be given to any factor shall be determined by the commissioner.

(b) The commissioner may plan, design, lay out, construct, alter, reconstruct, improve, relocate, maintain, repair, widen and grade any state highway whenever, in [his] the commissioner's judgment, the interest of the state so requires. Except when otherwise provided by statute, [he] the commissioner shall exercise exclusive jurisdiction over all such highways, and shall have the same powers relating to the state highway system as are given to the selectmen of towns, the mayor and common council of any city and the warden and burgesses of any borough in relation to highways within their respective municipalities.

Substitute House Bill No. 5255

In laying out or building a state highway, the commissioner shall follow the procedures of sections 13a-57 and 13a-58.

(c) The commissioner, where necessary in connection with the construction, reconstruction, repair or relocation of a state highway, may relocate, reconstruct or adjust the grade or alignment of any locally maintained highway using standards of construction resulting in safety and convenience. Any highway so changed shall continue to be maintained by the town, city or borough after the completion of such construction, reconstruction, repair or relocation.

(d) The commissioner is authorized and directed, to the full extent but only to the extent permitted by moneys and appropriations becoming available under sections 13a-184 to 13a-197, inclusive, or any other law but subject to approval by the Governor of allotment thereof, forthwith to undertake and proceed with the projects prescribed in section 13a-185 and, to that end, said commissioner with respect to any such project is authorized to do and perform any act or thing regarding the projects which is mentioned or referred to in [said] section 13a-185.

(e) Subject to the limitations referred to in subsection (d) of this section and in order to effectuate the purposes of said subsection, said commissioner is authorized (1) to plan, design, lay out, construct, reconstruct, relocate, improve, maintain and operate the projects, and reconstruct and relocate existing highways, sections of highways, bridges or structures and incorporate or use the same, whether or not so reconstructed or relocated or otherwise changed or improved, as parts of such projects; (2) to retain and employ consultants and assistants on a contract or other basis for rendering professional, legal, fiscal, engineering, technical or other assistance and advice; and (3) to do all things necessary or convenient to carry out the purposes and duties and exercise the powers expressly given in [said] sections 13a-184 to 13a-197, inclusive. Except as otherwise stated in subsection (d) of this section, nothing contained in [said] sections 13a-184 to 13a-197, inclusive, shall

Substitute House Bill No. 5255

be construed to limit or restrict, with respect to the projects, any power, right or authority of the commissioner existing under or pursuant to any other law.

(f) (1) Whenever a state of emergency, as a result of a disaster, exists in the state or any part of the state, and is so declared to be under the provisions of any federal law or state statute, and the state highway system becomes damaged as a result of such disaster, or (2) whenever the commissioner declares that an emergency condition exists on any highway in the state which demands immediate attention to [insure] ensure the safety of the traveling public, whether or not such highway is damaged, the commissioner may, notwithstanding any other provision of the statutes, employ, in any manner, such assistance as [he] the commissioner may require to restore [said] such highway system to a condition which will provide safe travel or to correct the emergency condition so declared by the commissioner.

(g) When the commissioner declares that an emergency condition exists on any highway in the state pursuant to subsection (f) of this section, the commissioner shall have the right to enter upon and utilize private property to restore such highway system or correct the emergency condition. The commissioner shall make a reasonable effort to notify the owner of record of such property prior to entering such property. The owner shall be compensated for the use of such property in the manner prescribed in section 13a-73 for acquiring real property for state highway purposes.

Sec. 11. Subsection (d) of section 14-270 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(d) (1) The owner or lessee of any vehicle may pay either a fee of thirty dollars for each permit issued for such vehicle under this section or a fee as described in subdivision (3) of this subsection for such vehicle,

Substitute House Bill No. 5255

payable to the Department of Transportation. (2) An additional transmittal fee of [five] twelve dollars shall be charged for each permit issued under this section and transmitted via electronic means. (3) The commissioner may issue an annual permit for any vehicle transporting (A) a divisible load, (B) an overweight or oversized-overweight indivisible load, or (C) an oversize indivisible load. The owner or lessee shall pay an annual fee of nine dollars per thousand pounds or fraction thereof for each such vehicle. A permit may be issued in any increment up to one year, provided the owner or lessee shall pay a fee of one hundred dollars for such vehicle or vehicle and trailer for each month or fraction thereof. (4) The annual permit fee for any vehicle transporting an oversize indivisible load shall not be less than six hundred fifty dollars. (5) The commissioner may issue permits for divisible loads in the aggregate not exceeding fifty-three feet in length. (6) An additional engineering analysis fee of two dollars per thousand pounds or fraction thereof over two hundred thousand pounds shall be charged for an oversize-overweight vehicle and trailer or a commercial vehicle combination and load that exceeds a permit weight of two hundred thousand pounds.

Sec. 12. Subsection (c) of section 54-33p of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(c) A law enforcement official may conduct a test for impairment based on the odor of cannabis or burnt cannabis if such official reasonably suspects the operator [or a passenger of a motor vehicle] of violating section [14-227,] 14-227a, 14-227m or 14-227n.

Sec. 13. Subsections (b) and (c) of section 54-56e of the 2022 supplement to the general statutes are repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(b) The court may, in its discretion, invoke such program on motion

Substitute House Bill No. 5255

of the defendant or on motion of a state's attorney or prosecuting attorney with respect to a defendant (1) who, the court believes, will probably not offend in the future, (2) who has no previous record of conviction of a crime or of a violation of section 14-196, subsection (c) of section 14-215, section 14-222a, subsection (a) or subdivision (1) of subsection (b) of section 14-224, section 14-227a or 14-227m, [or] subdivision (1) or (2) of subsection (a) of section 14-227n or section 15-132a, 15-133 or 15-140n, and (3) who states under oath, in open court or before any person designated by the clerk and duly authorized to administer oaths, under the penalties of perjury, (A) that the defendant has never had such program invoked on the defendant's behalf or that the defendant was charged with a misdemeanor or a motor vehicle violation for which a term of imprisonment of one year or less may be imposed and ten or more years have passed since the date that any charge or charges for which the program was invoked on the defendant's behalf were dismissed by the court, or (B) with respect to a defendant who is a veteran, that the defendant has not had such program invoked in the defendant's behalf more than once previously, provided the defendant shall agree thereto and provided notice has been given by the defendant, on a form prescribed by the Office of the Chief Court Administrator, to the victim or victims of such crime or motor vehicle violation, if any, by registered or certified mail and such victim or victims have an opportunity to be heard thereon. Any defendant who [makes application] applies for participation in such program shall pay to the court an application fee of thirty-five dollars, except as provided in subsection (g) of this section. No defendant shall be allowed to participate in the pretrial program for accelerated rehabilitation more than two times. For the purposes of this section, "veteran" has the same meaning as provided in section 27-103.

(c) This section shall not be applicable: (1) To any person charged with (A) a class A felony, (B) a class B felony, except a violation of subdivision (1), (2) or (3) of subsection (a) of section 53a-122 that does

Substitute House Bill No. 5255

not involve the use, attempted use or threatened use of physical force against another person, or a violation of subdivision (4) of subsection (a) of section 53a-122 that does not involve the use, attempted use or threatened use of physical force against another person and does not involve a violation by a person who is a public official, as defined in section 1-110, or a state or municipal employee, as defined in section 1-110, or (C) a violation of section 53a-70b of the general statutes, revision of 1958, revised to January 1, 2019, or section 14-227a or 14-227m, subdivision (1) or (2) of subsection (a) of section 14-227n, subdivision (2) of subsection (a) of section 53-21 or section 53a-56b, 53a-60d, 53a-70, 53a-70a, 53a-71, except as provided in subdivision (5) of this subsection, 53a-72a, 53a-72b, 53a-90a, 53a-196e or 53a-196f, (2) to any person charged with a crime or motor vehicle violation who, as a result of the commission of such crime or motor vehicle violation, causes the death of another person, (3) to any person accused of a family violence crime as defined in section 46b-38a who (A) is eligible for the pretrial family violence education program established under section 46b-38c, or (B) has previously had the pretrial family violence education program invoked in such person's behalf, (4) to any person charged with a violation of section 21a-267, 21a-279 or 21a-279a, who (A) is eligible for the pretrial drug education and community service program established under section 54-56i or the pretrial drug intervention and community service program established under section 54-56q, or (B) has previously had (i) the pretrial drug education program (ii) the pretrial drug education and community service program established under the provisions of section 54-56i, or (iii) the pretrial drug intervention and community service program established under section 54-56q, invoked on such person's behalf, (5) unless good cause is shown, to (A) any person charged with a class C felony, or (B) any person charged with committing a violation of subdivision (1) of subsection (a) of section 53a-71 while such person was less than four years older than the other person, (6) to any person charged with a violation of section 9-359 or 9-359a, (7) to any person charged with a motor vehicle violation (A) while

Substitute House Bill No. 5255

operating a commercial motor vehicle, as defined in section 14-1, or (B) who holds a commercial driver's license or commercial driver's instruction permit at the time of the violation, (8) to any person charged with a violation of subdivision (6) of subsection (a) of section 53a-60, [or] (9) to a health care provider or vendor participating in the state's Medicaid program charged with a violation of section 53a-122 or subdivision (4) of subsection (a) of section 53a-123, or (10) to any person charged with a violation of section 15-132a, 15-133 or 15-140n.

Sec. 14. Subsection (c) of section 14-227b of the 2022 supplement to the general statutes, as amended by section 118 of public act 21-1 of the June special session, is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(c) If the person arrested refuses to submit to such test or nontestimonial portion of a drug influence evaluation or submits to such test, commenced within two hours of the time of operation, and the results of such test indicate that such person has an elevated blood alcohol content, the police officer, acting on behalf of the Commissioner of Motor Vehicles, shall immediately revoke and take possession of the motor vehicle operator's license or, if such person is not licensed or is a nonresident, suspend the operating privilege of such person, for a twenty-four-hour period. The police officer shall prepare a report of the incident and shall mail or otherwise transmit in accordance with this subsection the report and a copy of the results of any chemical test to the Department of Motor Vehicles within three business days. The report shall contain such information as prescribed by the Commissioner of Motor Vehicles and shall be subscribed and sworn to under penalty of false statement as provided in section 53a-157b by the arresting officer. If the person arrested refused to submit to such test or evaluation, the report shall be endorsed by a third person who witnessed such refusal. The report shall set forth the grounds for the officer's belief that there was probable cause to arrest such person for a

Substitute House Bill No. 5255

violation of section 14-227a or 14-227m or subdivision (1) or (2) of subsection (a) of section 14-227n and shall state that such person had refused to submit to such test or evaluation when requested by such police officer to do so or that such person submitted to such test, commenced within two hours of the time of operation, and the results of such test indicated that such person had an elevated blood alcohol content. A drug influence evaluation need not be commenced within two hours of the time of operation. The Commissioner of Motor Vehicles may accept a police report under this subsection that is prepared and transmitted as an electronic record, including electronic signature or signatures, subject to such security procedures as the commissioner may specify and in accordance with the provisions of sections 1-266 to 1-286, inclusive. In any hearing conducted pursuant to the provisions of subsection (g) of this section, it shall not be a ground for objection to the admissibility of a police report that it is an electronic record prepared by electronic means.

Sec. 15. Section 14-240 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) [No] As used in this section, "platoon" means two or three commercial motor vehicles or buses, excluding school buses, traveling in a unified manner at electronically coordinated speeds at following distances that are closer than would be reasonable and prudent without such coordination.

(b) Except as provided in subsection (e) of this section, no person operating a motor vehicle shall follow another vehicle more closely than is reasonable and prudent, having regard for the speed of such vehicles, the traffic upon and the condition of the highway and weather conditions.

[(b)] (c) No person operating a motor vehicle shall drive such vehicle in such proximity to another vehicle as to obstruct or impede traffic.

Substitute House Bill No. 5255

[(c)] (d) Motor vehicles being driven upon any highway in a caravan shall be so operated as to allow sufficient space between such vehicles or combination of vehicles to enable any other vehicle to enter and occupy such space without danger. The provisions of this subsection shall not apply to funeral processions or to motor vehicles under official escort, [or] traveling under a special permit or operating in a platoon.

(e) (1) A person may operate a platoon on the highways of this state, provided such person files a plan for the general platoon operations with the Commissioner of Transportation and such plan is approved by the commissioner. The commissioner shall approve or reject a plan for general platoon operations not later than fifteen days after the receipt of such plan. If the commissioner rejects any such plan, the commissioner shall provide a written explanation of the reason for such rejection and guidance to amend such plan for resubmission.

(2) Each commercial motor vehicle or bus in a platoon shall display a mark identifying such vehicle or bus as part of a platoon at all times when such vehicle or bus is engaged in platooning. Such mark shall be issued by the commissioner and displayed in a manner prescribed by the commissioner.

(3) Each person operating a commercial motor vehicle or bus in a platoon shall be seated in the driver's seat of such vehicle or bus and hold a commercial driver's license of the appropriate class and bearing endorsements for the type of vehicle or bus being driven.

(4) No person operating a commercial motor vehicle or bus in a platoon shall pull or drag another motor vehicle in the platoon.

[(d)] (f) Any person who violates any provision of this section shall have committed an infraction, except that (1) any person operating a commercial vehicle combination or a commercial motor vehicle or bus in a platoon in violation of any such provision shall have committed a

Substitute House Bill No. 5255

violation and shall be fined not less than one hundred dollars nor more than one hundred fifty dollars, or (2) if the violation results in a motor vehicle accident, such person shall have committed a violation and shall be fined not less than one hundred dollars nor more than two hundred dollars.

Sec. 16. Section 13a-247 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) No person, firm, [or] corporation or utility company shall excavate within or under, or place any obstruction or substruction within, under, upon or over, or interfere with construction, reconstruction or maintenance of or drainage from, any state highway without the written permission of the commissioner. [Said commissioner may fill in or close any such excavation or remove or alter any such obstruction or substruction, and the expense incurred by the commissioner in such filling or removing or altering shall be paid by the person, firm or corporation making such excavation or placing such obstruction or substruction, provided any excavation, obstruction or substruction existing within, under, upon or over any such highway on July 1, 1925, or, at the discretion of said commissioner, any] Any excavation [,] made or obstruction or substruction [made after said date] placed without a permit or in violation of the provisions of a permit shall be removed or altered by the person, firm, [or] corporation or utility company making or [maintaining] placing the same within thirty days from the date when said commissioner sends by registered or certified mail, postage prepaid, a notice to such person, firm, [or] corporation or utility company, ordering such removal or alteration. If such person, firm, corporation or utility company fails to remove or alter any excavation, obstruction or substruction not later than thirty days after receipt of such notice from the commissioner, the commissioner may fill in or close any such excavation or remove or alter any such obstruction or substruction, and the expense incurred by the commissioner in such

Substitute House Bill No. 5255

filling or removing or altering shall be paid by such person, firm, corporation or utility company.

(b) Notwithstanding the provisions of subsection (a) of this section, if the commissioner determines that a person, firm, corporation or utility company has created an unsafe condition within, under, upon or over the state highway that requires immediate corrective action, the commissioner may order immediate corrective action to remedy the unsafe condition. Any costs and expenses incurred by the commissioner to remedy the unsafe condition shall be paid by such person, firm, corporation or utility company.

(c) The state shall not be liable for any damage to private property placed in the state highway without a permit.

~~[(b)] (d) Any person, firm, [or] corporation or utility company violating any provision of [subsection (a) of] this section shall be fined [not more than one hundred dollars for a first offense and] not less than [one hundred] two thousand dollars or more than five [hundred] thousand dollars for each [subsequent] offense. Each violation shall be a separate and distinct offense and, in the case of a continuing violation, each day's continuance thereof shall be deemed to be a separate and distinct offense.~~

Sec. 17. Subsection (b) of section 51-164n of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(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, 4b-13, 7-13, 7-14, 7-35, 7-41, 7-83, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 12-52, 12-170aa, 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-

Substitute House Bill No. 5255

435c, 12-476a, 12-476b, 12-487, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, [13a-247,] 13a-253 or 13a-263, subsection (f) of section 13b-42, section 13b-90, 13b-221, 13b-292, 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, subsection (d) of section 14-12, section 14-20a or 14-27a, subsection (f) of section 14-34a, subsection (d) of section 14-35, section 14-43, 14-49, 14-50a or 14-58, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, subsection (f) of section 14-80h, section 14-97a, 14-100b, 14-103a, 14-106a, 14-106c, 14-146, 14-152, 14-153 or 14-163b, a first violation as specified in subsection (f) of section 14-164i, section 14-219, as amended by this act, as specified in subsection (e) of said section, subdivision (1) of section 14-223a, section 14-240, as amended by this act, 14-250 or 14-253a, subsection (a) of section 14-261a, section 14-262, 14-264, 14-267a, 14-269, 14-270, as amended by this act, 14-275a, 14-278 or 14-279, subsection (e) or (h) of section 14-283, section 14-291, 14-293b, 14-296aa, 14-300, 14-300d, 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 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-44, 16-256e, 16a-15 or 16a-22, subsection (a) or (b) of section 16a-22h, section 17a-24, 17a-145, 17a-149, 17a-152, 17a-465, 17b-124, 17b-131, 17b-137, 19a-30, 19a-33, 19a-39 or 19a-87, subsection (b) of section 19a-87a, section 19a-91, 19a-105, 19a-107, 19a-113, 19a-215, 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-502, 20-7a, 20-14, 20-158, 20-231, 20-249, 20-257, 20-265, 20-324e, subsection (b) of section 20-334, section 20-341l, 20-366, 20-597, 20-608, 20-610, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48, 21-63, subsection (d) of section 21-71 or section 21-76a, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26 or 21a-30, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63 or 21a-77, subsection (b) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, section 21a-278b,

Substitute House Bill No. 5255

subsection (c), (d) or (e) of section 21a-279a, section 21a-421eee, 21a-421fff, 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-29, 22-30, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39f, 22-49, 22-54, 22-61j or 22-61l, subdivision (1) of subsection (n) of section 22-61l, subsection (f) of section 22-61m, subdivision (1) of subsection (f) of section 22-61m, subsection (d) of section 22-84, section 22-89, 22-90, 22-96, 22-98, 22-99, 22-100, 22-111o, 22-167, subsection (c) of section 22-277, section 22-278, 22-279, 22-280a, 22-318a, 22-320h, 22-324a, 22-326, subsection (b), subdivision (1) or (2) of subsection (e) or subsection (g) of section 22-344, subdivision (2) of subsection (b) of section 22-344b, subsection (d) of section 22-344c, 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, 22a-66a or 22a-246, subsection (a) of section 22a-250, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-461, 23-4b, 23-38, 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, 26-49, 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, 26-117, 26-128, 26-131, 26-132, 26-138 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, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-284, 26-285, 26-286, 26-288, 26-294, 28-13, 29-6a, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e) or (g) 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, 29-318, 29-381, 30-48a, 30-86a, 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, 31-38, 31-40, 31-44, 31-47, 31-48, 31-51, 31-52, 31-52a 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, subdivision (1) of section 35-20, section 36a-787, 42-230, 45a-283, 45a-450, 45a-634 or 45a-

Substitute House Bill No. 5255

658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46b-22, 46b-24, 46b-34, 47-34a, 47-47, 49-8a, 49-16, 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-302a, 53-303e, 53-311a, 53-321, 53-322, 53-323, 53-331 or 53-344, subsection (c) of section 53-344b, or section 53-450, 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. 18. Subdivision (3) of section 13a-261 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(3) "Owner" means a person in whose name a motor vehicle is registered under the [provision] provisions of chapter 246 or law of another jurisdiction.

Sec. 19. Subdivision (3) of subsection (a) of section 13a-264 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(3) A work zone speed control system operator shall complete and sign a daily log for a work zone control system. Such daily log shall (A) state the date, time and location of such system's set-up, (B) state that the work zone speed control system operator successfully performed, and the work zone speed control system passed, the testing specified by the manufacturer of the work zone speed control system, (C) be kept on file at the principle office of the operator, and (D) be admitted in any court proceeding for an alleged violation of section 13a-263.

Substitute House Bill No. 5255

Sec. 20. Section 14-307a of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) The traffic authority of any town, city or borough may establish a pedestrian safety zone on any street, highway and bridge or in any parking area for ten cars or more or on any private road wholly within the municipality under its jurisdiction without approval from the Office of the State Traffic Administration, provided: (1) The municipality, by vote of its legislative body, or in the case of a municipality in which the legislative body is a town meeting, its board of selectmen, grants general authority to the traffic authority to establish pedestrian safety zones within the municipality. Such general authority is not required if such legislative body or board of selectmen is also the traffic authority; (2) the traffic authority conducts an engineering study described in subsection (b) of this section; (3) the posted speed limit for such zone is not less than twenty miles per hour; (4) such zone encompasses a clearly defined downtown district or community center frequented by pedestrians or is adjacent to hospital property or, in the opinion of the traffic authority, is sufficiently close to hospital property as to constitute a risk to the public safety; and (5) the traffic authority satisfies the requirements of subparagraphs (C) to (E), inclusive, of subdivision (2) of subsection (c) of section 14-218a, if applicable.

(b) Prior to establishing a pedestrian safety zone, the traffic authority shall conduct an engineering study in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, and other generally accepted engineering principles and guidance. The study shall be completed by a professional engineer licensed to practice in this state and shall consider factors, including, but not limited to, pedestrian activity, type of land use and development, parking and the record of traffic crashes in the area under consideration to be a pedestrian safety

Substitute House Bill No. 5255

zone. If the study recommends the establishment of a pedestrian safety zone, the study shall also include a speed management plan and recommend actions to achieve lower motor vehicle speeds.

(c) In a municipality where the Office of the State Traffic Administration approves speed limits on the streets, highways and bridges or in any parking area for ten cars or more or on any private road wholly within the municipality in accordance with section 14-218a, as amended by this act, the traffic authority shall notify the office in writing of the establishment of any pedestrian safety zone and confirm that the requirements of this section have been satisfied.

(d) If the Commissioner of Transportation or a traffic authority of any town, city or borough seeks to establish a pedestrian safety zone on a state highway that passes through a downtown or community center, the commissioner or traffic authority shall submit a written request to the Office of the State Traffic Administration and include with such request the engineering study and speed management plan conducted pursuant to subsection (b) of this section. The office shall be the sole authority for establishing a pedestrian safety zone on a state highway and shall provide a written explanation of the reasons for denying any such request.

(e) The Office of the State Traffic Administration may adopt regulations, in accordance with the provisions of chapter 54, to implement the provisions of this section.

Sec. 21. (NEW) (*Effective October 1, 2022*) (a) As used in this section, (1) "high occupancy vehicle lane" means a traffic lane reserved for the exclusive use of vehicles with an operator and one or more passengers; (2) "blood transport vehicle" means a motor vehicle owned by a nonprofit general blood banking operation or nonprofit blood collection facility licensed by the state that transports human blood and blood products; and (3) "blood products" means any substance derived from

Substitute House Bill No. 5255

human blood, including, but not limited to, plasma, platelets and red or white blood cells.

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

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

Sec. 22. (*Effective from passage*) Not later than January 1, 2024, the Commissioner of Transportation shall complete the installation of wrong-way signs, as described in subdivision (13) of subsection (a) of section 40 of public act 20-1, on exit ramps from interstate highways that are prone to motor vehicle accidents.

Sec. 23. (*Effective from passage*) (a) As used in this section, "microtransit" means transportation by a multipassenger vehicle that uses a digital network or software application service to offer fixed or dynamically allocated routes and schedules in response to individual or aggregate consumer demand.

Substitute House Bill No. 5255

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

(c) Not later than January 1, 2025, the commissioner shall submit a report on the implementation of the pilot program and any recommendations concerning the future deployment of microtransit services in the state, 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. 24. Subsection (b) of section 15-13 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(b) An extension of route for waters of this state, including the Connecticut waters of Long Island Sound, for which application is being made by a pilot currently licensed by the authority for eastern Long Island Sound and at least one of the ports of New London, New Haven or Bridgeport, shall be granted provided the applicant (1) has procured a federal first class pilot's license of unlimited tonnage issued by the United States Coast Guard covering the sections of the waters of this state, including the Connecticut waters of Long Island Sound, for which application for an extension of route is being made, and (2) can document that, within the thirty-six months immediately preceding such application, the applicant has made six round trips through the port or waterway for which application is being made as (A) observing pilot on vessels under enrollment or vessels under register subject to compulsory pilotage under sections 15-15 and 15-15c, during which the applicant does the piloting work under the supervision and authority of a pilot licensed by this state, or (B) pilot of record on American vessels under enrollment on which the applicant is not a crew member.

Substitute House Bill No. 5255

Sec. 25. (*Effective October 1, 2022*) (a) Any municipality that adopts an ordinance pursuant to section 7-148 of the general statutes to regulate the operation and use of external speakers attached to a motor vehicle, as defined in section 14-1 of the general statutes in order to preserve the public peace and good order and prevent disturbing noises, may (1) prescribe a penalty for a violation of such ordinance in an amount not to exceed one thousand dollars for a first violation, in an amount not to exceed one thousand five hundred dollars for a second violation, and in an amount not to exceed two thousand dollars for a third or subsequent violation, and (2) provide for the seizure and forfeiture to the municipality of such external speakers for a violation of such ordinance.

(b) No external speaker shall be forfeited under an ordinance adopted pursuant to this section to the extent of the interest of an owner by reason of any act or omission committed by another person if such owner did not know and could not have reasonably known that such external speaker was being used or was intended to be used in violation of a municipal ordinance.

(c) Any external speaker ordered forfeited pursuant to such an ordinance shall be sold at a public auction conducted by the municipality. The proceeds of such sale shall be paid to the treasurer of the municipality, who shall deposit such proceeds into the general fund of the municipality.

Sec. 26. Section 7-273*l* of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(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

Substitute House Bill No. 5255

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. [For each year starting] Commencing with the fiscal year ending June 30, 1984, until June 30, 2024, inclusive, 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 [the Section 5 or Section 18 operating assistance programs, depending on whether the transit district is in an urbanized or nonurbanized area, of the Urban Mass Transportation Act of 1964, as may be amended from time to time. In order to qualify for any such funds, a transit district shall derive at least thirty per cent of its operating costs from service charges and user fees or from federal or local subsidies and other sources other than state subsidies for the fiscal year ending June 30, 1984, thirty-five per cent of its costs from such sources for the fiscal year ending June 30, 1985, and forty per cent of its costs from such sources for the fiscal year ending June 30, 1986] 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 [, such municipality shall derive the same percentage] under this subsection, a transit district or municipality shall meet eligibility criteria established

Substitute House Bill No. 5255

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. [as that required for transit districts under the provisions of this section.]

(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) The Commissioner of Transportation shall adopt regulations, in accordance with the provisions of chapter 54, to implement the purposes of this section.

Sec. 27. (NEW) (*Effective from passage*) On and after October 1, 2023, the Commissioner of Transportation shall develop and maintain a

Substitute House Bill No. 5255

mobile application for the purpose of (1) integrating real-time information concerning transit services provided by each transit district established under chapter 103a of the general statutes or any special act, and (2) providing trip planning services to the public. Each such transit district shall provide real-time information concerning the district's transit services, including, but not limited to, the schedule, routes, trips and location of such transit services, in the manner and form prescribed by the commissioner.

Sec. 28. (*Effective from passage*) Notwithstanding any regulations adopted pursuant to section 14-298 of the general statutes, on or before July 1, 2022, the Commissioner of Transportation shall issue a request for proposals regarding the sale or offer for sale of goods within the highway right-of-way located at approximately 300 Ethan Allen Highway in the town of Ridgefield.

Sec. 29. (*Effective from passage*) Notwithstanding the provisions of chapter 246 of the general statutes, a person may operate a golf cart on the portion of Connecticut Route 156 that is located in the town of Old Lyme solely for the purpose of crossing said route, provided the traffic authority of said town has authorized the operation of golf carts pursuant to the provisions of section 14-300g of the general statutes.