



**Substitute House Bill No. 5917**

**Public Act No. 23-116**

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE  
VISION ZERO COUNCIL.**

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

Section 1. (*Effective from passage*) The Commissioner of Transportation shall study and make recommendations concerning the advisability of (1) permitting a person riding a bicycle to treat a stop sign as a yield sign and a traffic control signal with a steady red signal as a stop sign, and (2) amending subdivision (3) of subsection (b) of section 14-299 of the general statutes to prohibit a motor vehicle operator from making a right turn when facing a traffic control signal with a steady red signal. Not later than February 1, 2024, the commissioner shall submit the results of such study and the commissioner's recommendations, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 2. (NEW) (*Effective from passage*) Not later than July 1, 2024, the Commissioner of Transportation shall adopt an intersection control evaluation policy to be used by the Department of Transportation when evaluating the construction of a new intersection or the modification of an existing intersection. Such policy shall (1) provide a decision-making framework to screen intersection alternatives with specific

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performance-based criteria in order to identify an optimal solution, (2) require the use of consistent documentation for each evaluation of a new or existing intersection, and (3) be revised as the commissioner deems necessary.

Sec. 3. (NEW) (*Effective from passage*) The Department of Transportation, in consultation with the State Board of Education and the Department of Motor Vehicles, upon receipt of a request by a local or regional board of education, shall award an exemplary "Vision Zero" program distinction to those local and regional boards of education that offer a program that provides students in grades six to twelve, inclusive, with opportunities to learn about the mission of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and the importance of practicing safe driving habits and learning pedestrian safety skills. Such opportunities may include, but need not be limited to, classes, extracurricular activities, presentations, symposiums, peer-to-peer education, parent involvement and parenting education and outreach. A local or regional board of education may submit, at such time and in such manner as the Department of Transportation prescribes, a request for such distinction by providing details about such board's program to the department. The Department of Transportation shall make information about the distinction available on the department's Internet web site.

Sec. 4. Subsection (g) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(g) If a person elects to plead not guilty and send the plea of not guilty to the Centralized Infractions Bureau in accordance with subsection (d) of this section, such person may subsequently, at a proceeding at Superior Court, reach an agreement with the prosecutorial official as to the amount of the fine to be paid and elect to pay such fine without appearing before a judicial authority. As a part of any such agreement,

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the prosecutorial official may require such person to attend a motor vehicle operator safety course that addresses the nature of such infraction or violation and that is offered or approved by the Chief State's Attorney. The amount of the fine agreed upon shall not exceed the amount of the fine established for such infraction or violation. Any person who pays a fine pursuant to this subsection shall also pay any additional fees or costs established for such infraction or violation. Such person shall make such payment to the clerk of the Superior Court and such payment shall be considered a plea of nolo contendere and shall be inadmissible in any proceeding, civil or criminal, to establish the conduct of such person, provided the provisions of this section and section 51-164m shall not affect the application of any administrative sanctions by either the Commissioner of Energy and Environmental Protection authorized under title 26 or the Commissioner of Motor Vehicles authorized under title 14. A plea of nolo contendere pursuant to this subsection does not have to be submitted in writing. Nothing in this subsection shall affect the right of a person who is alleged to have committed an infraction or any violation specified in subsection (b) of this section to plead not guilty and request a trial before a judicial authority.

Sec. 5. Section 14-41 of the general statutes is amended by adding subsection (g) as follows (*Effective January 1, 2024*):

(NEW) (g) The commissioner shall develop, and thereafter revise as needed, a video presentation concerning current state laws that impact motorists, pedestrians and bicyclists and ways to practice safe driving behaviors and reduce transportation-related fatalities and severe injuries. In developing such video presentation, the commissioner may use materials and one or more video presentations developed by a governmental entity, independent contractor or any other party. Upon every other renewal of a motor vehicle operator's license, the commissioner shall require the licensee to watch such video

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presentation prior to issuing such license.

Sec. 6. Subdivision (5) of subsection (e) of section 14-36 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(5) The issuance of a motor vehicle operator's license to any applicant who is the holder of a license issued by another state shall be subject to the provisions of [sections 14-111c and] section 14-111k, as amended by this act.

Sec. 7. Section 14-111k of the general statutes is amended by adding subsection (e) as follows (*Effective January 1, 2024*):

(NEW) (e) Prior to issuing an operator's license to a person who holds an operator's license issued by another jurisdiction, the commissioner shall require such person to watch the video presentation developed pursuant to subsection (g) of section 14-41, as amended by this act, and provide such person with other safe driving training materials.

Sec. 8. (*Effective from passage*) For the purposes of this section, "cannabis", "dispensary facility", "hybrid retailer" and "retailer" have the same meanings as provided in section 21a-420 of the general statutes. The Department of Transportation, in collaboration with the Department of Public Health and one or more local health departments or district departments of health, shall conduct a public awareness campaign about the dangers of operating a motor vehicle under the influence of certain over-the-counter drugs and prescription drugs, with an emphasis on opioids and cannabis. Such campaign shall include, but need not be limited to, outreach to pharmacies, hospitals, substance abuse treatment facilities, dispensary facilities, hybrid retailers and retailers that can communicate information about such dangers to motor vehicle operators who are receiving or purchasing such drugs.

Sec. 9. (*Effective from passage*) When developing the next five-year

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transportation capital plan, the Department of Transportation shall examine the proposals from the equity subcommittee of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and consider infrastructure that specifically protects vulnerable users of the highways, including pedestrians, bicyclists and persons who have disabilities.

Sec. 10. (NEW) (*Effective October 1, 2023*) For the purposes of this section, sections 11 to 13, inclusive, and sections 16 to 18, inclusive, of this act:

(1) "Automated traffic enforcement safety device" means a device designed to detect and collect evidence of alleged violations of an ordinance adopted under section 11 of this act by recording images that capture the number plate, date, time and location of a motor vehicle that (A) exceeds the posted speed limit by ten or more miles per hour, or (B) fails to stop such vehicle when facing a steady red signal on a traffic control signal.

(2) "Automated traffic enforcement safety device operator" means a person who is trained and certified to operate an automated traffic enforcement safety device.

(3) "Driver", "number plate" and "owner" have the same meanings as provided in section 14-1 of the general statutes.

(4) "Equitable" means efforts, policies, standards, processes and any other functions of government intended to (A) ensure that patterns of discrimination and disparities of race, ethnicity and socioeconomic status, whether intentional or unintentional, are neither reinforced nor perpetuated, and (B) prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity and socioeconomic status.

(5) "Pedestrian safety zone" means an area designated by the Office

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of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-307a of the general statutes.

(6) "Personally identifiable information" means information created or maintained by the municipality or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number or the date, time, location or direction of travel on a highway.

(7) "School zone" means an area designated by the Office of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-212b of the general statutes, as amended by this act.

(8) "Traffic authority", "traffic control sign" and "traffic control signal" have the same meanings as provided in section 14-297 of the general statutes.

(9) "Vendor" means a person who (A) provides services to a municipality under sections 11 and 12 of this act; (B) operates, maintains, leases or licenses an automated traffic enforcement safety device; or (C) is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the municipality.

Sec. 11. (NEW) (*Effective October 1, 2023*) (a) Any municipality may authorize the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act.

(b) The municipality may enter into agreements with vendors for the

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design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates or maintains an automated traffic enforcement safety device, the vendor's fee may not be contingent on the number of citations issued or fines paid pursuant to an ordinance adopted under this section.

(c) Any ordinance adopted under this section shall specify the following: (1) That an automated traffic enforcement safety device shall be operated by an automated traffic enforcement safety device operator; (2) that the owner of a motor vehicle commits a violation of the ordinance if the person operating such motor vehicle (A) exceeds the posted speed limit by ten or more miles per hour and such operation is detected by an automated traffic enforcement safety device, or (B) fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device; (3) an automated traffic enforcement safety device shall be used solely for identifying violations of the ordinance; (4) for the first thirty days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle allegedly committing a violation of such ordinance that is detected by such device shall receive a written warning instead of a citation, as described in subsection (i) of this section; (5) payment of a fine and any associated fee imposed for a violation of the ordinance may be made by electronic means; (6) a sworn member or employee of the municipality's police department or an employee of the municipality, as designated by the traffic authority, shall review and approve the recorded images before a citation is mailed to the owner of such motor vehicle; and (7) the defenses available to the owner of a motor vehicle allegedly committing a violation of such ordinance, which shall include, but need not be limited to, the defenses listed in subsection (j) of this section.

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

(e) Any municipality that adopts an ordinance under this section shall also adopt the following: (1) A citation hearing procedure pursuant to section 7-152c of the general statutes, as amended by this act, (2) a comprehensive safety action plan to ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive devices and motor vehicle operators, and (3) a written policy that meets or exceeds the standards of the model privacy policy and protocol developed pursuant to subsection (a) of section 16 of this act. Such municipality shall also be in compliance with any order made by the Office of the State Traffic Administration pursuant to the provisions of chapter 249 of the general statutes or any regulation adopted pursuant to said chapter by the office regarding a traffic control sign or traffic control signal at a location equipped or proposed to be equipped with an automatic traffic enforcement safety device.

(f) (1) Prior to the operation of an automated traffic enforcement safety device, the municipality shall (A) install at least two conspicuous signs at a reasonable distance in advance of such location, in accordance

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with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, notifying motor vehicle operators of such location, and (B) provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. The Department of Transportation shall designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification.

(2) At least thirty days before the date the first automated traffic enforcement safety device becomes operational in the municipality, the municipality shall develop and implement a public awareness campaign to educate the public concerning the importance of obeying speed limits and traffic control signals and the imminent use of automated traffic enforcement safety devices in the municipality at the locations identified in the plan approved by the Department of Transportation pursuant to section 17 of this act.

(g) An automated traffic enforcement safety device operator shall complete training offered by the manufacturer of such device or the manufacturer's representative regarding procedures for setting up, testing and operating such device. The manufacturer or manufacturer's representative shall issue a signed certificate to the automated traffic enforcement safety device operator upon such operator's completion of the training. Such signed certificate shall be admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(h) The municipality shall ensure each automated traffic enforcement safety device used by such municipality undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check. Such signed certificate of calibration shall be kept on

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file and admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(i) (1) Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of an ordinance adopted under this section, a sworn member or employee of the municipality's police department or an employee of the municipality designated by the traffic authority shall review the recorded images provided by such device. If, after such review, such member or employee determines that there are reasonable grounds to believe that a violation of the ordinance has occurred, such member or employee may issue a citation to the owner of the motor vehicle. The citation shall include the following: (A) The name and address of the owner of the motor vehicle; (B) the number plate of the motor vehicle; (C) the violation charged; (D) the location of the automated traffic enforcement safety device and the date and time of the violation; (E) a copy of or information on how to view, through electronic means, the recorded images described in this section; (F) a statement or electronically generated affirmation by the member or employee who reviewed the recorded images and determined that the motor vehicle violated the ordinance; (G) verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to subsection (h) of this section; (H) the amount of the fine imposed and how to pay such fine; and (I) the right to contest the violation and request a hearing pursuant to section 7-152c of the general statutes, as amended by this act.

(2) In the case of an alleged violation involving a motor vehicle registered in the state, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in

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another jurisdiction, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration. A citation shall be invalid unless mailed to an owner not later than sixty days after the alleged violation.

(3) The citation shall be sent by first class mail. A manual or automated record of mailing prepared by the municipality's police department shall be prima facie evidence of mailing and shall be admissible in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as to the facts contained in the citation.

(j) The following defenses shall be available to the owner of a motor vehicle who is alleged to have committed a violation of such ordinance adopted under this section: (1) The operator was driving an emergency vehicle in accordance with the provisions of subdivision (1) of subsection (b) of section 14-283 of the general statutes; (2) the traffic control signal was inoperative, which is observable on the recorded images; (3) the violation was necessary in order for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images; (4) the violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images; (5) the violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a of the general statutes, and had not been recovered prior to the time of the violation; or (6) the automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to subsection (h) of this section.

Sec. 12. (NEW) (*Effective October 1, 2023*) (a) No personally identifiable information shall be disclosed by the municipality or a vendor to any person or entity, including any law enforcement unit, except where the

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disclosure is made in connection with the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(b) No personally identifiable information shall be stored or retained by the municipality or a vendor unless such information is necessary for the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(c) The municipality or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of an ordinance adopted under section 11 of this act not later than thirty days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.

(d) Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in section 1-200 of the general statutes, except no personally identifiable information may be disclosed.

Sec. 13. (NEW) (*Effective October 1, 2023*) (a) Not later than eighteen months following the date an automated traffic enforcement safety device becomes operational in a municipality pursuant to section 11 of this act, the municipality shall submit a report to the Department of Transportation and 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. Such report shall include, but need not be limited to: (1) The number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes that occurred at the locations where such automated traffic safety devices were installed prior to the use of such devices; (2) the number of violations where a motor vehicle exceeded the posted speed limit by

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ten or more miles that were captured by such devices at such locations; (3) the number of violations where a motor vehicle failed to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic control signal that were captured by such devices at such locations; (4) if available, the number and type of related traffic violations and crashes that occurred at each location where an automated traffic safety device was installed prior to such installation and during the use of such devices; (5) the number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes and related traffic violations and crashes that occurred at locations where such devices were used and at similar locations where such devices were not used; (6) a description of situations where recorded images could not be used or were not used; (7) the number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful; (8) the amount of revenue from the fines and associated fees retained by the municipality; and (9) the cost to the municipality to use such devices.

(b) Not later than a year after a municipality submits a report pursuant to subsection (a) of this section, and each year thereafter until an automated traffic safety device is no longer operational in the municipality, the municipality shall submit a report to the Department of Transportation and 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. Such annual report shall include, but need not be limited to, (1) the number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations, (2) in the case of an automated traffic safety device that records images of motor vehicles failing to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic

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control signal, the number of citations at each location that were issued to motor vehicles making a right turn, proceeding through the intersection and making a left turn, (3) a list of engineering and educational measures undertaken by the municipality to improve safety in locations when automated traffic enforcement safety devices are operational, and (4) data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

(c) The Department of Transportation shall make any report received pursuant to the provisions of this section available on the department's Internet web site.

Sec. 14. Subsection (c) of section 7-152c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(c) Any such municipality, at any time within twelve months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to section 7-148 or [section] 22a-226d or section 11 of this act, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited: (1) Of the allegations against [him] such person and the amount of the fines, penalties, costs or fees due; (2) that [he] such person may contest [his] such person's liability before a citation hearing officer by delivering in person or by mail written notice within ten days of the date thereof; (3) that if [he] such person does not demand such a hearing, an assessment and judgment shall be entered against [him] such person; and (4) that such judgment may issue without further notice. For purposes of this section, notice shall be presumed to have been properly sent if such notice was mailed to such person's last-known address on file with the tax collector. If the person to whom such notice is issued is a registrant, the municipality may deliver such notice in accordance with section 7-148ii,

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provided nothing in this section shall preclude a municipality from providing notice in another manner permitted by applicable law.

Sec. 15. (NEW) (*Effective from passage*) The Department of Transportation, in collaboration with the Departments of Education, Motor Vehicles, Public Health, Social Services and Veterans Affairs, shall establish a program to promote the use of seat safety belts among vulnerable communities, as identified by the Department of Transportation, that are less likely to wear a seat safety belt when in a motor vehicle. Such program may include, but need not be limited to, peer-to-peer education and outreach to parents and various community organizations.

Sec. 16. (NEW) (*Effective from passage*) (a) Not later than January 1, 2024, the Department of Transportation shall issue written guidance to municipalities concerning the development of a plan to use automated traffic enforcement safety devices, the submission of such plan and the criteria to be used by the department when evaluating any such plan for approval. Such guidance shall be consistent with the goal of installing automated traffic enforcement safety devices at locations likely to improve traffic safety and ensuring that the distribution of such devices throughout the municipality is equitable. Such guidance shall include the following factors to be considered by the municipality when determining the locations to include in a plan: (1) The history of traffic crashes caused by excessive speeding or the violation of a traffic control sign or traffic control signal at such location, (2) the history of traffic crashes that resulted in the fatality or serious injury of a person at such location, (3) the rate of poverty in such municipality as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (4) the per cent of occupied housing units with vehicles available as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (5) the average daily

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traffic of such location, (6) the history of traffic stops conducted in the municipality and reported to the Office of Policy and Management pursuant to subsection (h) of section 54-1m of the general statutes, (7) the roadway geometry of any such location, and (8) any other additional information or data as determined by the department. Such guidance shall include a model privacy policy and protocol regarding the privacy, security, collection and destruction of personally identifiable information and other information and data gathered from automated traffic enforcement safety devices and establishing internal audit requirements to ensure compliance with such policy and protocol.

(b) Not later than January 1, 2026, the Department of Transportation shall issue written guidance to municipalities concerning how to evaluate the effectiveness of automated traffic enforcement safety devices and submit a subsequent plan to use such devices together with supporting documentation. Such guidance shall include the factors to be considered when determining whether an automated traffic enforcement safety device at a location improved traffic safety.

(c) The guidance issued pursuant to the provisions of this section shall be revised as necessary and published on the department's Internet web site.

Sec. 17. (NEW) (*Effective October 1, 2023*) (a) (1) A municipality's plan concerning the use of automated traffic enforcement safety devices in the municipality shall identify the proposed locations of such devices and include documentation that such proposed locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act. The municipality shall conduct a public hearing regarding any such plan prior to submission and, by vote of its legislative body or, in a municipality where the legislative body is a town meeting, by vote of the board of selectman, shall submit such plan to the Department of Transportation, in such form as the department may prescribe.

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(2) Not later than sixty days after the date a plan is received by the department, the department shall determine if the plan is likely to improve traffic safety at the proposed locations and the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. If the department disapproves any such plan, in whole or in part, the department shall provide a written explanation of the reason for such disapproval and guidance to revise such plan for resubmission. Any such disapproval shall not preclude the submission of a revised plan.

(3) The approval of a municipality's initial plan shall be valid for a period of three years from the date the first automated traffic enforcement safety device becomes operational in the municipality and, thereafter, the approval of any subsequent plan shall be valid for a period of three years from the date of approval.

(b) A municipality operating automated traffic enforcement safety devices pursuant to an approved plan that has not yet expired may submit to the Department of Transportation a modification to such plan to propose the use of such devices at additional locations, in the same manner as described in subdivision (1) of subsection (a) of this section. The department shall approve or disapprove any such modification, in whole or in part, in the same manner as described in subdivision (2) of subsection (a) of this section. The approval of any such modification shall expire on the date the approved plan expires.

(c) (1) A municipality that seeks to continue to use automated traffic enforcement safety devices after such expiration shall submit a subsequent plan to the Department of Transportation for approval. Such subsequent plan may include some or all of the previously approved locations for such devices and propose new locations for such devices. The municipality shall conduct a public hearing regarding such subsequent plan prior to its submission to the department and, by vote of its legislative body or, in a municipality where the legislative body is

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a town meeting, by vote of the board of selectman, submit to the department such plan and supporting documentation in accordance with the guidelines issued pursuant to subsection (b) of section 16 of this act. Supporting documentation for any subsequent plan shall include, but need not be limited to: (A) Evidence that the devices used by the municipality at locations identified in a prior plan improved traffic safety, (B) a description of how any proposed new locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act, and (C) records that the funds received by the municipality from fines imposed pursuant to an ordinance adopted under this section were expended in accordance with the provisions of subsection (d) of section 11 of this act.

(2) Not later than sixty days after the date a subsequent plan and supporting documentation is received by the department, the department shall determine: (A) If the subsequent plan is likely to improve traffic safety at the proposed locations, (B) if the subsequent plan includes a location previously equipped with an automated traffic enforcement safety device, whether the use of such device improved traffic safety at such location, and (C) if the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. The department shall not approve any part of a plan that includes a location previously equipped with an automated traffic enforcement safety device unless the department determines the use of such device improved traffic safety at such location.

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.

Sec. 18. (NEW) (*Effective October 1, 2023*) Not later than February 1, 2024, and annually thereafter, the Department of Transportation shall

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submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, concerning the status of plans submitted by municipalities pursuant to section 17 of this act. Such report shall, at a minimum, (1) list the municipalities that submitted such plans during the previous year, (2) identify which plans the department approved, and (3) identify which plans the department disapproved and provide the reasoning for each such disapproval.

Sec. 19. Subsection (b) of section 14-212b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(b) (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration may designate as a school zone any part of a state highway that is adjacent to school property or is, in the opinion of said office, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances. At the request of such legislative body, the [commission] office may revoke any such designation. (2) A local traffic authority may designate as a school zone, and may revoke any such designation, any part of a local highway that is adjacent to school property or is, in the opinion of the local traffic authority, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances.

Approved June 27, 2023