



House of Representatives

General Assembly

File No. 402

January Session, 2001

Substitute House Bill No. 6985

House of Representatives, April 23, 2001

The Committee on Transportation reported through REP. COCCO of the 127th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE TRANSPORTATION STRATEGY BOARD.

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

- 1 Section 1. (NEW) As used in sections 1 to 4, inclusive, of this act:
- 2 (1) "Board" means the Connecticut Transportation Strategy Board;
- 3 (2) "Department" means the Department of Transportation;
- 4 (3) "Commissioner" means the Commissioner of Transportation;
- 5 (4) "Strategy" means a twenty-year strategic plan for transportation
- 6 in this state and any updates of or other revisions to such plan;
- 7 (5) "TIA corridor plan" means a twenty-year strategic plan for
- 8 transportation in a corridor and any updates or other revisions to such
- 9 plan;
- 10 (6) "Transportation project" means any planning, capital or

11 operating project with regard to transportation undertaken by the
12 state, provided nothing contained in sections 1 to 4, inclusive, of this
13 act shall be deemed to authorize the board to undertake any project
14 other than strategic planning;

15 (7) "Local planning agency" means a metropolitan planning
16 organization, as provided in 23 USC 134, a regional planning agency,
17 as provided in section 8-31a of the general statutes, a regional council
18 of elected officials, as defined in subsection (b) of section 4-124i of the
19 general statutes or a council, as defined in subsection (f) of section 4-
20 124c of the general statutes;

21 (8) "TIA" means transportation investment area;

22 (9) "Coastal corridor" and "coastal corridor TIA" means the
23 following towns and the roads, highways, bridges, waterways, ports
24 and airports in such towns: Ansonia, Beacon Falls, Bethany, Bethel,
25 Bethlehem, Branford, Bridgeport, Bridgewater, Brookfield, Cheshire,
26 Danbury, Darien, Derby, East Haven, Easton, Fairfield, Greenwich,
27 Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Monroe,
28 Naugatuck, New Canaan, New Fairfield, New Haven, New Milford,
29 Newtown, North Branford, North Haven, Norwalk, Orange, Oxford,
30 Prospect, Redding, Ridgefield, Seymour, Shelton, Sherman, Southbury,
31 Stamford, Stratford, Thomaston, Trumbull, Wallingford, Waterbury,
32 Watertown, West Haven, Weston, Westport, Wilton, Wolcott,
33 Woodbridge and Woodbury;

34 (10) "I-84 corridor" and "I-84 TIA" means the following towns and
35 the roads, highways, bridges, waterways, ports and airports in such
36 towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls, Berlin,
37 Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,
38 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,
39 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,
40 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,
41 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,

42 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New
43 Fairfield, New Hartford, New Milford, Newington, Newtown,
44 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,
45 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,
46 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,
47 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,
48 Union, Vernon, Warren, Washington, Waterbury, Watertown, West
49 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott
50 and Woodbury;

51 (11) "I-91 corridor" and "I-91 TIA" means the following towns and
52 the roads, highways, bridges, waterways, ports and airports in such
53 towns: Andover, Avon, Berlin, Bethany, Bloomfield, Bolton, Branford,
54 Bristol, Burlington, Canton, Chester, Clinton, Cromwell, Deep River,
55 Durham, East Granby, East Haddam, East Hampton, East Hartford,
56 East Haven, East Windsor, Ellington, Enfield, Essex, Farmington,
57 Glastonbury, Granby, Guilford, Haddam, Hamden, Hartford, Hebron,
58 Killingworth, Lyme, Madison, Manchester, Marlborough, Meriden,
59 Middlefield, Middletown, Milford, New Britain, New Haven,
60 Newington, North Branford, North Haven, Old Lyme, Old Saybrook,
61 Orange, Plainville, Plymouth, Portland, Rocky Hill, Simsbury, Somers,
62 South Windsor, Southington, Suffield, Tolland, Vernon, Wallingford,
63 West Hartford, West Haven, Westbrook, Wethersfield, Windsor,
64 Windsor Locks and Woodbridge;

65 (12) "I-395 corridor" and "I-395 TIA" means the following towns and
66 the roads, highways, bridges, waterways, ports and airports in such
67 towns: Ashford, Bozrah, Brooklyn, Canterbury, Chaplin, Colchester,
68 Columbia, Coventry, East Lyme, Eastford, Franklin, Griswold, Groton,
69 Hampton, Killingly, Lebanon, Ledyard, Lisbon, Mansfield, Montville,
70 New London, North Stonington, Norwich, Plainfield, Pomfret,
71 Preston, Putnam, Salem, Scotland, Sprague, Stafford, Sterling,
72 Stonington, Thompson, Union, Voluntown, Waterford, Willington,
73 Windham and Woodstock;

74 (13) "Southeast corridor" and "Southeast corridor TIA" means the
75 following towns and the roads, highways, bridges, waterways, ports
76 and airports in such towns: Bozrah, Chester, Clinton, Colchester, Deep
77 River, East Lyme, Essex, Franklin, Griswold, Groton, Killingworth,
78 Ledyard, Lisbon, Lyme, Montville, New London, North Stonington,
79 Norwich, Old Lyme, Old Saybrook, Preston, Salem, Sprague,
80 Stonington, Voluntown, Waterford and Westbrook; and

81 (14) "Modal" means a mode of transportation, and "multi-modal"
82 means two or more modes of transportation.

83 Sec. 2. (NEW) (a) There is created the Connecticut Transportation
84 Strategy Board, the members of which shall be appointed as follows:

85 (1) Five members from the private sector who have expertise in
86 transportation, business, finance or law as follows: (A) The Governor
87 shall appoint one member, who shall be the chairperson, and whose
88 first term shall expire on June 30, 2005, (B) the president pro tempore
89 of the Senate shall appoint one member whose first term shall expire
90 on June 30, 2004, (C) the speaker of the House of Representatives shall
91 appoint one member whose first term shall expire on June 30, 2003, (D)
92 the majority leader of the Senate shall appoint one member whose first
93 term shall expire on June 30, 2003, and (E) the majority leader of the
94 House of Representatives shall appoint one member whose first term
95 shall expire on June 30, 2002;

96 (2) One member from each TIA, for which position the chief
97 executive officers of the local planning agencies in such TIA, after
98 consulting with the participants in such TIA, shall nominate, for
99 consideration by the appointing authority, three individuals who live
100 in such TIA and who have significant experience in and knowledge of
101 local and state governmental processes, including at least one chief
102 elected official in a town in such TIA, and who shall be appointed as
103 follows: (A) The chairpersons of the joint standing committee of the
104 General Assembly having cognizance of matters relating to

105 transportation shall appoint one member from the southeast corridor
106 TIA, whose first term shall expire on June 30, 2002, (B) the president
107 pro tempore of the Senate shall appoint one member from the I-91
108 corridor TIA, whose first term shall expire on June 30, 2003, (C) the
109 speaker of the House of Representatives shall appoint one member
110 from the coastal corridor TIA, whose first term shall expire on June 30,
111 2004, (D) the minority leader of the Senate shall appoint one member
112 from the I-395 corridor TIA, whose first term shall expire on June 30,
113 2005, and (E) the minority leader of the House of Representatives shall
114 appoint one member from the I-84 corridor TIA, whose first term shall
115 expire on June 30, 2005;

116 (3) The Commissioners of Transportation, Environmental
117 Protection, Economic and Community Development and Public Safety,
118 and the Secretary of the Office of Policy and Management; and

119 (4) A senator or representative in congress from Connecticut or such
120 senator's or representative's designee who shall be a nonvoting ex-
121 officio member.

122 (b) Upon the expiration of the term of a member of the board who is
123 appointed as provided in subdivision (1) or (2) of subsection (a) of this
124 section, each subsequent appointee to the board shall serve for a term
125 of four years. No person shall serve as a member of the board for more
126 than two consecutive terms. A vacancy in the position of an appointed
127 board member shall be filled by the appointing authority for the
128 remainder of the term.

129 (c) The board may create subcommittees it deems appropriate and
130 appoint the members of such subcommittees from among its members.
131 Ten members of the board shall be present to constitute a quorum.

132 (d) The members of the board shall not be compensated for their
133 service as members of the board.

134 (e) The board may issue guidelines for coordination and
135 organization to the TIAs. These guidelines shall not constitute
136 regulations, as defined in subdivision (13) of sections 4-166 of the
137 general statutes.

138 (f) The chairperson at any time may remove any member for
139 inefficiency, neglect of duty or malfeasance in office.

140 (g) The staff of the Department of Transportation, as assisted by the
141 staffs of the Office of Policy and Management and the Department of
142 Economic and Community Development, shall be available to serve as
143 staff to the board upon request of the chairperson to the commissioner.
144 Within available appropriations, the board may request the hiring of
145 consultants by the Secretary of the Office of Policy and Management.

146 Sec. 3. (NEW) (a) There are created the following transportation
147 investment areas: The coastal corridor TIA, I-84 corridor TIA, I-91
148 corridor TIA, I-395 corridor TIA and the southeast corridor TIA.

149 (b) The local planning agencies in each TIA shall select the
150 participants in the TIA, including, but not limited to, businesses, labor
151 unions, trade associations, environmental interest groups and other
152 interest groups whose participation the local planning agency believes
153 would be valuable to the TIA in the development of a transportation
154 plan for the TIA.

155 (c) The local planning agencies in each TIA shall determine the
156 processes used by such TIA in carrying out its responsibilities under
157 this act. For the purposes of carrying out such responsibilities, each
158 TIA shall report to the chief executive officers of such local planning
159 agencies. Upon request of the local planning agencies, the board shall
160 assist such agencies.

161 (d) On or before November 1, 2001, the participants in each TIA
162 shall prepare a TIA corridor plan and deliver such plan to the

163 Connecticut Transportation Strategy Board, established pursuant to
164 section 2 of this act. The absence of a TIA corridor plan submitted by
165 any TIA shall not prohibit said board from proposing a strategy as
166 required in section 4 of this act.

167 (e) On or before August 1, 2001, the chief executive officers of the
168 local planning agencies in each TIA shall issue notice of an
169 organizational meeting of the participants in the TIA to commence the
170 process of creating a transportation plan for such TIA and to make
171 recommendations for nominations of the board member from such
172 TIA, as provided in subdivision (2) of subsection (a) of section 2 of this
173 act.

174 Sec. 4. (NEW) (a) Not later than January 15, 2002, the board shall
175 propose to the General Assembly a transportation strategy, and every
176 two years thereafter shall provide an update or other revision to the
177 strategy.

178 (b) In developing the strategy and the revisions, the board shall take
179 into account: (1) The strategic concerns associated with the movement
180 of people and goods; (2) the technological options and multi-modal
181 options, including, but not limited to, transportation by rail, road, air
182 or water, available to address such concerns; (3) the relationship of
183 such concerns and options to sustainable economic growth,
184 environmental quality, urban development, open space, open space
185 preservation, access to employment by residents of the state and public
186 safety; (4) that transportation is a cornerstone of the state's economic
187 vitality and overall quality of life and therefore inextricably linked to
188 other key policies that deal with the state's future including, but not
189 limited to, land use planning, environmental quality, urban vitality
190 and access to quality jobs and services for the state's residents; (5) the
191 connectivity of the state to the northeast, continental and international
192 economies and that the mobility of people and goods within the state
193 are critical to vibrant and sustainable economic growth; (6) that the

194 benefits of leveraging existing transportation assets and infrastructure,
195 especially in urban centers, and the reduction of automobile-oriented
196 demands, are highly desirable; (7) the integration of brownfields
197 remediation and affordable housing and access to employment that
198 should occur as a result of implementing the strategy; (8) the need to
199 engage local planning agencies and other relevant constituencies in
200 developing the strategy; (9) the need to engage representatives of the
201 state's major transportation assets and of the transportation industry in
202 the strategy to help ensure that the strategy is multi-modal and
203 integrated; (10) the benefits of technology to expand capacity, enhance
204 safety, provide information and access funding alternatives; (11) the
205 need to fully explore the sources and methodologies for funding
206 investments in transportation infrastructure, and for annual operating
207 and maintenance costs and the regulations applicable to the
208 expenditure of federal and state funds; (12) that the development of
209 appropriate metrics, methodologies and standards is essential for
210 determining customer needs, for evaluating the return on
211 transportation investments and for the prioritization of specific
212 projects; (13) that the state needs to play a leadership role with the
213 other northeastern states and the eastern Canadian provinces in
214 developing and advocating a transportation strategy for the northeast
215 region of the continent; (14) that the analyses and decision-making
216 related to transportation initiatives in the strategy needs to be done
217 expeditiously within the existing statutory and regulatory framework
218 and that any amendments to the general statutes or to the Regulations
219 of Connecticut State Agencies that are needed to achieve such
220 objectives should be identified; (15) the development, renovation and
221 expansion of Bradley International Airport; (16) the state conservation
222 and development plan, established pursuant to section 16a-24 of the
223 general statutes; and (17) that the role, including the role of financial
224 incentives, of private sector companies, public agencies and
225 institutions needs to be clearly defined with respect to (A) encouraging
226 and supporting employees to use public transportation, (B) providing

227 employees with appropriate alternatives to the locations at which and
228 during the times they perform their work, including, but not limited
229 to, flexible working hours and telecommuting, (C) developing an
230 effective means for delivering goods within and through the state, and
231 (D) encouraging different sectors to participate with the state in
232 specific initiatives.

233 (c) The board shall design the strategy to achieve the following
234 results:

235 (1) Public benefits that consist of (A) stimulating sustainable
236 economic growth and enhancing the quality of life for the residents of
237 the state, and (B) developing and continuously upgrading analytical
238 tools to demonstrate the link between transportation and the public
239 benefits;

240 (2) Ease of mobility of people and goods within the state and the
241 TIAs, that consists of (A) reducing traffic congestion, (B) enabling
242 inter-corridor movement within the state, and (C) enabling access to
243 employment opportunities and essential services;

244 (3) Connectivity in access to the regional, national and global
245 economies, that consists of (A) improving access (i) to surrounding
246 states, consisting of the Interstate-95 corridor to New York, the
247 Connecticut River Valley and Interstate-91 corridor to Springfield,
248 Massachusetts and southeastern Connecticut to Massachusetts, New
249 York and Rhode Island, and (ii) to the national and global economies;
250 and (B) expanding modal choices for passenger and freight, consisting
251 of (i) developing an airport system that stimulates growth, (ii) linking
252 the state to international rail grids, (iii) developing water-borne
253 alternatives, and (iv) assuring workable freight access to the ports of
254 New York and New Jersey and the corridor related to the North
255 American Free Trade Agreement; and

256 (4) Safety and security that consists of (A) adequately maintaining

257 infrastructure and equipment, and (B) enforcing safe operations and
258 use of the transportation systems by customers and operators.

259 (d) In designing the strategy to achieve the results provided in
260 subsection (c) of this section, the board shall evaluate specific tactics
261 and approaches in the strategy by using the following criteria:

262 (1) Focusing on people who use transportation systems by (A)
263 involving such people directly in planning and through ongoing
264 market research, (B) creating a seamless interface with state, regional,
265 national and global systems, and (C) developing transportation
266 systems that operate as if they had intelligence, including, but not
267 limited to, systems that provide real-time information to their users;

268 (2) Oriented to economic growth by (A) responsiveness to general
269 business needs, (B) responsiveness to specific industry cluster needs,
270 and (C) support for state urban development strategies;

271 (3) Being environmentally responsible by (A) improving air quality,
272 (B) leveraging existing assets to minimize impact on wetlands and
273 open space by directing development to the areas of the state that have
274 the infrastructure to support the development, and (C) reducing
275 energy consumption;

276 (4) Encouraging and enabling inter-modal links and usage wherever
277 possible, and managing the transportation systems from a multi-modal
278 perspective; and

279 (5) Involving the TIAs by (A) building upon natural economic and
280 service areas, (B) enhancing connectivity of all population centers in
281 the state, and (C) implementing strategic priorities through TIAs.

282 (e) The board shall include in the strategy the criteria by which the
283 board, the commissioner and the department will evaluate and
284 prioritize existing and proposed transportation projects.

285 (f) The board shall identify in the strategy the tools and measures by
286 which it intends to assess transportation system performance and
287 analyze the value of projects proposed to implement the strategy,
288 including their overall value to the state as a public investment.

289 (g) The board shall include in the strategy (1) a projection of the
290 required capital investments and operating costs over the next
291 succeeding ten years and the recommended sources of such funds, (2)
292 a distinction between transportation costs for operations and
293 maintenance and transportation investments which shall (A) be based
294 on the strategy and evaluated against strategic goals, (B) provide
295 additional benefits that are tangible and attainable, (C) include a range
296 of transportation uses including, but not limited to, transit, airways,
297 highways, waterways and freight, to gain public support, (D) reach as
298 many people as possible throughout the entire community in each
299 TIA, and (E) respond to widely perceived needs.

300 (h) The board shall review the TIA corridor plan prepared by each
301 TIA, as provided in section 3 of this act, and may incorporate all or
302 parts of such plans in the strategy.

303 (i) In developing and revising the strategy, the board may: (1)
304 Conduct public hearings; (2) consult and cooperate with officials and
305 representatives of the federal government, neighboring states,
306 interstate commissions and authorities, local agencies and authorities,
307 interested corporations and other organizations concerning problems
308 affecting transportation in the state; (3) request and receive from any
309 agency or other unit of the government, of the state or of any political
310 subdivision of the state, or from any public authority, such assistance
311 and data as may be necessary to enable the board to carry out the
312 board's responsibilities under this section; and (4) to the extent the
313 board may deem appropriate, make use of, and incorporate in the
314 strategy, any existing long-range transportation plan, survey or report
315 developed by any public or private agency or person.

316 (j) Copies of the strategy and revisions to the strategy shall be kept
317 on file as a public record in the department.

318 (k) Not later than January 15, 2002, the board shall submit the
319 strategy and preliminary projections of the cost necessary to
320 implement the strategy over the first ten years to the Governor and the
321 General Assembly in accordance with section 11-4a of the general
322 statutes. Such strategy shall be subject to approval by the General
323 Assembly. On June 30, 2002, and each December thirty-first and June
324 thirtieth thereafter, the board shall submit a status report on the
325 implementation of and any needed revisions to the strategy and the
326 quarterly report provided by the Department of Economic and
327 Community Development, pursuant to subsection (b) of section 6 of
328 this act to the joint standing committee of the General Assembly
329 having cognizance of matters relating to transportation in accordance
330 with section 11-4a of the general statutes. On January 15, 2002, and
331 every two years thereafter, the board shall update or revise the
332 strategy, if necessary, and shall submit a report on implementation of
333 the strategy to the Governor and the General Assembly, as provided in
334 section 11-4a of the general statutes. All such updates and revisions
335 shall be subject to approval by the General Assembly.

336 (l) The board shall monitor, for purposes of continued
337 recommendations, the implementation of the strategy by prioritizing
338 transportation projects and the tactics and processes necessary to
339 implement such projects for the purposes of proposed legislative
340 approval.

341 (m) The board shall annually review the proposed operating and
342 capital budgets of the department as they relate to the implementation
343 of the strategy and shall make recommendations to the commissioner,
344 the Governor and the General Assembly.

345 Sec. 5. Subsection (d) of section 2c-2b of the general statutes is
346 amended by adding subdivision (28) as follows:

347 (NEW) (28) The Connecticut Transportation Strategy Board.

348 Sec. 6. (NEW) (a) The Commissioner of Economic and Community
349 Development and the executive directors of the Connecticut
350 Development Authority and Connecticut Innovations, Incorporated
351 shall submit an impact statement for each project new to the state or
352 new construction and seek funding from said entities to the
353 Connecticut Transportation Strategy Board, created pursuant to
354 section 2 of this act, summarizing whether or not such project
355 conforms to the strategy said board submits to the General Assembly
356 in accordance with section 4 of this act.

357 (b) On or before July 1, 2002, and quarterly thereafter, the
358 Commissioner of Economic and Community Development shall
359 update the board on all project activities occurring during such
360 quarter.

361 Sec. 7. (NEW) The Commissioner of Economic and Community
362 Development, in consultation with the Commissioner of
363 Transportation, shall partner with the towns and cities in the state to
364 promote and market areas of retail sales and services surrounding rail,
365 bus terminals, airports and ports around the state. The Commissioner
366 of Economic and Community Development may use the services of the
367 Connecticut Economic Resource Center and any other entity it deems
368 necessary.

369 Sec. 8. (NEW) Each individual, firm, corporation, partnership,
370 organization, the state or a political subdivision of the state or any
371 other entity that employs twenty-five or more employees in one
372 location shall offer to such employees the benefits specified in Section
373 132(f) of the Internal Revenue Code of 1986, or any subsequent
374 corresponding internal revenue code of the United States, as from time
375 to time amended.

376 Sec. 9. (NEW) There is established a Bradley Board of Directors to

377 oversee the operation and development of Bradley International
378 Airport.

379 (1) The Bradley Board of Directors shall consist of seven members,
380 appointed as follows: The Commissioner of Transportation and the
381 Commissioner of Economic and Community Development, each
382 serving ex-officio, a representative appointed from the Connecticut
383 Transportation Strategy Board, as created by section 2 of this act, a
384 representative appointed by the members of the Bradley International
385 Community Advisory Board, as created by section 12 of this act and
386 three private sector members appointed as follows: (A) The Governor
387 shall appoint one member, who shall be the chairperson, and whose
388 first term shall expire on June 30, 2005, (B) the president pro tempore
389 of the Senate shall appoint one member whose first term shall expire
390 on June 30, 2005, (C) the speaker of the House of Representatives shall
391 appoint one member whose first term shall expire on June 30, 2005.
392 The term of office of each successor shall be four years.

393 (2) Each member before entering upon the member's duties shall
394 take and subscribe to the oath required by article XI, section 1 of the
395 State Constitution.

396 (3) The appointed members shall be senior business leaders or
397 executives who have management experience with corporate or
398 institutional organizations and should include individuals who have
399 expertise and experience in one or more of the following areas:
400 Financial planning, budgeting and assessment, marketing, master
401 planning, strategic planning and transportation management.

402 (4) A member who misses three consecutive meetings shall be
403 deemed to have resigned.

404 (5) The Bradley Board of Directors shall elect a vice-chairperson
405 annually from among the appointed members.

406 (6) No member of the Bradley Board of Directors may have any
407 financial interest in the airport or its concessions.

408 (7) The powers of the Bradley Board of Directors shall be vested in
409 and exercised by not less than five of its members. Such number of
410 members shall constitute a quorum and the affirmative vote of a
411 majority of the members present at a meeting of the board shall be
412 necessary for any action of the Bradley Board of Directors.

413 (8) Members of the Bradley Board of Directors shall receive no
414 compensation.

415 Sec. 10. (NEW) The Bradley Board of Directors shall have the duty
416 and authority to: (1) Act in cooperation with the Connecticut
417 Transportation Strategy Board, created pursuant to section 2 of this act;
418 (2) advocate for Bradley International Airport's interests and ensure
419 that Bradley International Airport's potential as an economic
420 development resource for the state and region are fully realized; (3)
421 ensure that an appropriate mission statement and set of strategic goals
422 for Bradley International Airport are established and that progress
423 toward accomplishing the mission and strategic goals is regularly
424 assessed; (4) establish and review policies and plans for marketing the
425 airport and for determining the best use of airport property; (5) ensure
426 appropriate independent expertise is available to advise the Bradley
427 Board of Directors, particularly in the areas of strategy and marketing;
428 (6) approve community relations policies and ensure that the
429 community advisory board, created pursuant to section 12 of this act,
430 operates effectively to ensure that community comment and
431 information is regularly and fully considered in decisions related to
432 Bradley International Airport; (7) create a code of conduct for the
433 Bradley Board of Directors consistent with part I of chapter 10 of the
434 general statutes; (8) report to the Governor and the General Assembly
435 on an annual basis; and (9) adopt rules for the conduct of its business
436 which shall not be considered regulations, as defined in subdivision

437 (13) of section 4-166 of the general statutes.

438 Sec. 11. (NEW) For administrative purposes only, the Bradley Board
439 of Directors shall perform its functions within the Department of
440 Transportation. The administrative functions of the board of directors
441 shall be performed by the Department of Transportation and the costs
442 thereof, including the cost of consultants recommended to advise the
443 Bradley Board of Directors, may be reimbursed by the Enterprise
444 Fund. Consultants recommended by the Bradley Board of Directors
445 shall be engaged by the Department of Transportation but shall report
446 to the Bradley Board of Directors. The selection and engagement of
447 consultants for the Bradley Board of Directors shall be exempt from
448 sections 13b-20b to 13b-20m, inclusive, and sections 4-212 to 4-219,
449 inclusive, of the general statutes.

450 Sec. 12. (NEW) (a) A Bradley International Community Advisory
451 Board is established to represent the interests of the communities and
452 the region surrounding Bradley International Airport. The community
453 advisory board shall work with the airport administration and issue
454 semi-annual reports to the Bradley Board of Directors. The community
455 advisory board shall utilize the Bradley Board of Directors as a
456 resource to support its development initiatives.

457 (b) The community advisory board shall consist of the chief elected
458 officials of Windsor, Windsor Locks, East Granby and Suffield.

459 (c) The community advisory board shall have two core purposes: (1)
460 To provide a regular communication vehicle between airport
461 administrators and nearby towns on issues of concern to residents
462 such as noise and traffic, and (2) to advise the Bradley Board of
463 Directors on issues of transportation, land use, planning, zoning and
464 economic development on land surrounding the airport or in close
465 proximity to it. For the purposes of subdivision (2) of this subsection,
466 there shall be a subcommittee, appointed by the community advisory
467 board, made up of each town's manager or planner, together with

468 representatives from regional organizations including: The Capital
469 Region Council of Governments, Greater Hartford Growth Council,
470 Springfield Regional Planning Agency and the Department of
471 Economic and Community Development. The subcommittee shall
472 work to develop new businesses around the airport and shall report to
473 the community advisory board on a regular basis on its activities.

474 (d) Members of the community advisory board and the
475 development committee shall be considered members of an advisory
476 board for the purposes of the part I of chapter 10 of the general
477 statutes.

478 Sec. 13. Section 15-101l of the general statutes is repealed and the
479 following is substituted in lieu thereof:

480 (a) The State Bond Commission may authorize the issuance of
481 bonds of the state in one or more series and in principal amounts
482 necessary to carry out the purposes of sections 15-101k to 15-101p,
483 inclusive, as amended by this act. [but not in excess of the aggregate
484 amount of two hundred ninety-four million dollars, provided any
485 special obligation bonds issued to finance self-sustaining special
486 facilities payable solely from revenues derived from such special
487 facilities and not payable from gross operating revenues pledged to
488 secure bonds issued pursuant to an indenture of trust dated as of
489 October 1, 1982, as amended from time to time, shall not be included in
490 calculating said maximum aggregate amount of bonds.] Such bonds
491 shall be payable from all or a portion of the revenues of Bradley
492 International Airport, as may be specified in the proceedings
493 authorizing such bonds, and may include, among other types of bonds,
494 special purpose revenue bonds payable solely from revenues derived
495 from special purpose facilities, bonds payable from particular sources
496 of revenues and bonds payable in whole or in part from passenger
497 facility charges to the extent permitted under applicable federal law.
498 The Commissioner of Transportation shall evidence a request to issue

499 bonds by filing with the Treasurer a resolution duly adopted by the
500 board identifying the projects or other improvements to be acquired,
501 constructed and installed at Bradley International Airport and
502 requesting issuance by the state of bonds to finance such projects and
503 other improvements; the Treasurer thereupon shall file a request for
504 the issuance of such bonds with the Secretary of the Office of Policy
505 and Management. The board of directors may appoint a finance or
506 other committee of the board of one or more officers or employees to
507 serve as the board’s authorized delegate in connection with the
508 issuance of bonds pursuant to this section.

509 (b) Bonds issued pursuant to [subsection (a) of] this section shall be
510 special obligations of the state and shall not be payable from nor
511 charged upon any funds other than the revenues pledged to the
512 payment thereof, nor shall the state or any political subdivision thereof
513 be subject to any liability thereon except to the extent of such pledged
514 revenues. The issuance of bonds under the provisions of sections 15-
515 101k to 15-101p, inclusive, as amended by this act, shall not directly or
516 indirectly or contingently obligate the state or any political subdivision
517 thereof to levy or to pledge any form of taxation whatever therefor or
518 to make any appropriation for their payment. The bonds shall not
519 constitute a charge, lien or encumbrance, legal or equitable, upon any
520 property of the state or of any political subdivision thereof, except the
521 property mortgaged or otherwise encumbered under the provisions
522 and for the purposes of sections 15-101k to 15-101p, inclusive, as
523 amended by this act. The substance of such limitation shall be plainly
524 stated on the face of each bond. Bonds issued pursuant to sections 15-
525 101k to 15-101p, inclusive, as amended by this act, shall not be subject
526 to any statutory limitation on the indebtedness of the state and such
527 bonds, when issued, shall not be included in computing the aggregate
528 indebtedness of the state in respect to and to the extent of any such
529 limitation.

530 (c) The bonds referred to in [subsection (a) of] this section may be

531 executed and delivered at such time or times, shall be dated, shall bear
532 interest at such rate or rates, including variable rates to be determined
533 in such manner as set forth in the proceedings authorizing the issuance
534 of the bonds, provide for payment of interest on such dates, whether
535 before or at maturity, shall mature at such time or times not exceeding
536 forty years from their date, have such rank or priority, be payable in
537 such medium of payment, be issued in coupon, registered or book
538 entry form, carry such registration and transfer privileges and be
539 subject to purchase or redemption before maturity at such price or
540 prices and under such terms and conditions, including the condition
541 that such bonds be subject to purchase or redemption on the demand
542 of the owner thereof, all as may be [provided] determined by the State
543 Bond Commission. The State Bond Commission shall determine the
544 form of the bonds, including any interest coupons to be attached
545 thereto, the manner of execution of the bonds, the denomination or
546 denominations of the bonds and the place or places of payment of
547 principal and interest, which may be at any bank or trust company
548 within or without the state. Prior to the preparation of definitive
549 bonds, the State Bond Commission may, under like restrictions, [issue]
550 provide for the issuance of interim receipts or temporary bonds, with
551 or without coupons, exchangeable for definitive bonds when such
552 bonds have been executed and are available for delivery. If any of the
553 officers whose signatures appear on the bonds or coupons cease to be
554 officers before the delivery of any such bonds, such signatures shall,
555 nevertheless, be valid and sufficient for all purposes, the same as if
556 they had remained in office until delivery.

557 (d) Any bonds issued under the authority of sections 15-101k to 15-
558 101p, inclusive, as amended by this act, may be sold at public sale on
559 sealed proposals or by negotiation in such manner, at such price and at
560 such time or times as may be determined by the Treasurer to be most
561 advantageous, subject to the approval of the State Bond Commission.
562 The state may pay from the proceeds of the bonds all costs and
563 expenses which the Treasurer may deem necessary or advantageous in

564 connection with the authorization, sale and issuance thereof, including
565 the cost of interest on any short-term financing authorized under
566 subsection (b) of section 15-101n.

567 (e) The principal of and interest on any bonds issued pursuant to
568 [subsection (a) of] this section shall be secured by a pledge of the
569 revenues out of which such bonds shall be made payable. They may be
570 secured by a mortgage covering all or any part of the project from
571 which the revenues so pledged may be derived or by a pledge of one
572 or more leases, sale contracts or loan agreements with respect to such
573 project or by a pledge of one or more notes, debentures, bonds or other
574 secured or unsecured debt obligations of any lessee or contracting
575 party under a loan agreement or sale contract or by a pledge of reserve
576 and sinking funds established pursuant to the resolution authorizing
577 the issuance of the bonds and any other funds and accounts, including
578 proceeds from investment of any of the foregoing, established
579 pursuant to this chapter or the proceedings authorizing the issuance of
580 such bonds, and by moneys paid under a credit facility, including but
581 not limited to, a letter of credit or policy of bond insurance, issued by a
582 financial institution pursuant to an agreement authorized by such
583 proceedings.

584 (f) The proceedings under which the bonds are authorized to be
585 issued pursuant to [subsection (a) of] this section, and any mortgage
586 given to secure the same, may, subject to the provisions of the general
587 statutes, contain any agreements and provisions customarily contained
588 in instruments securing bonds, including, but not limited to: (1)
589 Provisions respecting custody of the proceeds from the sale of the
590 bonds, including their investment and reinvestment until used for the
591 cost of the project; (2) provisions respecting the fixing and collection of
592 rents or payments with respect to the facilities of Bradley International
593 Airport and the application and use of passenger facility charges; (3)
594 the terms to be incorporated in the lease, sale contract or loan
595 agreement with respect to the project; (4) the maintenance and

596 insurance of the project; (5) the creation, maintenance, custody,
597 investment and reinvestment and use of the revenues derived from the
598 operation of Bradley International Airport; (6) establishment of
599 reserves or sinking funds, and such accounts thereunder as may be
600 established by the State Bond Commission, and the regulation and
601 disposition thereof; (7) the rights and remedies available in case of a
602 default to the bondholders or to any trustee under any lease, sale
603 contract, loan agreement, mortgage or trust indenture; (8)
604 reimbursement agreements remarketing agreements, standby bond
605 purchase agreements or similar agreements in connection with
606 obtaining any credit or liquidity facilities including, but not limited to,
607 letters of credit or policies of bond insurance [, remarketing
608 agreements and agreements for the purpose of moderating interest
609 rate fluctuations, and of] and such other agreements entered into
610 pursuant to section 3-20a; (9) provisions for the issuance of additional
611 bonds on a parity with bonds theretofore issued, including
612 establishment of coverage requirements with respect thereto; [and] (10)
613 covenants to do or to refrain from doing such acts and things as may
614 be necessary or convenient or desirable in order to better secure any
615 bonds or to maintain any federal or state exemption from tax of the
616 interest on such bonds; and [(10)] (11) provisions or covenants of like
617 or different character from the foregoing which are consistent with the
618 provisions of this chapter and which the State Bond Commission
619 determines in such proceedings are necessary, convenient or desirable
620 in order to better secure the bonds or bond anticipation notes, or will
621 tend to make the bonds or bond anticipation notes more marketable,
622 and which are in the best interests of the state. The proceedings under
623 which the bonds are authorized, and any mortgage given to secure the
624 same, may further provide that any cash balances not necessary (A) to
625 pay the cost of maintaining, repairing and operating the facilities of
626 Bradley International Airport, (B) to pay the principal of and interest
627 on the bonds as the same shall become due and payable, and (C) to
628 create and maintain reserve and sinking funds as provided in any

629 authorizing resolution, or other proceedings shall be deposited into
630 [the General Fund of the state at designated intervals, or be deposited
631 in] a Bradley International Airport working fund to be held in trust by
632 the treasurer and applied to future debt service requirements or other
633 general airport purposes.

634 (g) In the discretion of the State Bond Commission, bonds issued
635 pursuant to [subsection (a) of] this section may be secured by a trust
636 indenture by and between the state and a corporate trustee, which may
637 be any trust company or bank having the powers of a trust company
638 within or without the state. Such trust indenture may contain such
639 provisions for protecting and enforcing the rights and remedies of the
640 bondholders as may be reasonable and proper and not in violation of
641 law, including covenants setting forth the duties of the state in relation
642 to the exercise of its powers pursuant to sections 15-101k to 15-101p,
643 inclusive, as amended by this act, and the custody, safeguarding and
644 application of all moneys. The state may provide by such trust
645 indenture for the payment of the proceeds of the bonds and the
646 revenues from the operation of Bradley International Airport to the
647 trustee under such trust indenture or other depository, and for the
648 method of disbursement thereof, with such safeguards and restrictions
649 as it may determine. All expenses incurred in carrying out such trust
650 indenture may be treated as a part of the operating expenses of the
651 project. If the bonds shall be secured by a trust indenture, the
652 bondholders shall have no authority to appoint a separate trustee to
653 represent them.

654 (h) Any pledge made by the state shall be valid and binding from
655 the time when the pledge is made, and the revenues or property so
656 pledged and thereafter received by the state shall immediately be
657 subject to the lien of such pledge without any physical delivery thereof
658 or further act. The lien of any such pledge shall be valid and binding as
659 against all parties having claims of any kind in tort, contract, or
660 otherwise against the state, irrespective of whether such parties have

661 notice thereof. Neither the resolution nor any other instrument by
662 which a pledge is created need be recorded.

663 (i) The Treasurer shall have power out of any funds available
664 therefor to purchase bonds or notes of the state issued pursuant to this
665 section and section 15-101n. The Treasurer may hold, pledge, cancel or
666 resell such bonds, subject to and in accordance with agreements with
667 bondholders.

668 (j) Whether or not the notes and bonds are of such form and
669 character as to be negotiable instruments under the terms of the
670 Uniform Commercial Code, the notes and bonds are hereby made
671 negotiable instruments within the meaning of and for all purposes of
672 the Uniform Commercial Code, subject only to the provisions of the
673 notes and bonds for registration.

674 (k) Any moneys held by the Treasurer with respect to Bradley
675 International Airport, or by a trustee pursuant to a trust indenture,
676 subject to the provisions of such indenture, including proceeds from
677 the sale of any bonds and notes, and revenues, receipts and income
678 from the operation of Bradley International Airport may be invested
679 and reinvested in such obligations, securities, and other investments,
680 including without limitation participation certificates in the Short
681 Term Investment Fund created in section 3-27a, or deposited or
682 redeposited in such bank or banks, all as shall be authorized by the
683 State Bond Commission in the proceedings authorizing the issuance of
684 the bonds and notes.

685 (l) For the purposes of sections 15-101k to 15-101p, inclusive, as
686 amended by this act, the costs of the project payable out of the
687 proceeds of bonds issued pursuant to [subsection (a)] this section shall
688 include: (i) Expenses and obligations incurred for labor and materials
689 in connection with the construction of the project; (ii) the cost of
690 acquiring by purchase, if such purchase shall be deemed expedient,
691 and the amount of any award or final judgment in any proceedings to

692 acquire by condemnation, such land, property rights, rights-of-way,
693 franchises, easements and other interests in land as may be deemed
694 necessary or convenient in connection with such construction or with
695 the operation of the project, and the amount of any damages incident
696 thereto; (iii) the costs of all machinery and equipment acquired in
697 connection with the project, (iv) reserves for the payment of the
698 principal of and interest on any notes and bonds issued pursuant to
699 this section and section 15-101n, and interest accruing on any such
700 notes, during construction of the project and for six months after
701 completion of such construction, (v) initial working capital, expenses
702 of administration properly chargeable to the construction or
703 acquisition of the project, legal, architectural and engineering expenses
704 and fees, costs of audits, costs of preparing and issuing any notes and
705 bonds pursuant to this section and section 15-101n, and (vi) all other
706 items of expense not elsewhere specified incident to the planning,
707 acquisition and construction of the project or of the placing of the same
708 in operation.

709 (m) None of the bonds authorized pursuant to [subsection (a) of]
710 this section [.] shall be issued and sold except upon a finding by the
711 State Bond Commission that there has been filed with it a request for
712 such authorization, which is signed by the Secretary of the Office of
713 Policy and Management or on [his] said secretary's behalf and stating
714 such terms and conditions as said commission, in its discretion, may
715 require.

716 (n) For purposes of sections 15-101k to 15-101p, inclusive, as
717 amended by this act, the term "project" shall refer to the renovations
718 and improvements to be acquired and constructed at Bradley
719 International Airport [described in section 15-101k] as may be specified
720 from time to time by the board in a resolution as contemplated by
721 subsection (a) of this section.

722 Sec. 14. Section 15-101n of the general statutes is repealed and the

723 following is substituted in lieu thereof:

724 (a) Any bonds issued under the provisions of [subsection (a) of]
725 section 15-1011, as amended by this act, or to refund any such bonds
726 issued under such section, and at any time outstanding may at any
727 time from time to time be refunded by the state by the issuance of its
728 refunding bonds in such amounts as the State Bond Commission may
729 deem necessary, but not exceeding an amount sufficient to refund the
730 principal of the bonds to be so refunded, any unpaid interest thereon
731 and any premiums and commissions necessary to be paid in
732 connection therewith and to pay costs and expenses which the
733 Treasurer may deem necessary or advantageous in connection with the
734 authorization, sale and issuance of refunding bonds. Any such
735 refunding may be effected whether the bonds to be refunded shall
736 have matured or shall thereafter mature. All refunding bonds issued
737 hereunder shall be payable [solely from the revenues out of which the
738 bonds to be refunded thereby are payable] and shall be subject to and
739 may be secured in accordance with the provisions of section 15-1011, as
740 amended by this act.

741 (b) Whenever the State Bond Commission has adopted a resolution
742 authorizing bonds pursuant to [subsection (a) of] section 15-1011, as
743 amended by this act, the Treasurer may, pending the issue of such
744 bonds, issue, in the name of the state, temporary notes and any
745 renewals thereof in anticipation of the proceeds from the sale of such
746 bonds, which notes and any renewals thereof shall be designated
747 "Bond Anticipation Notes". Such portion of the proceeds from the sale
748 of such bonds as may be so required shall be applied to the payment of
749 the principal of and interest on any such bond anticipation notes which
750 have been issued. The principal of and interest on any bond
751 anticipation notes issued pursuant to this subsection may be repaid
752 from pledged revenues or other receipts, funds or moneys pledged to
753 the repayment of the bonds in anticipation of which the bond
754 anticipation notes are issued, to the extent not paid from the proceeds

755 of renewals thereof or of the bonds.

756 Sec. 15. Section 15-101o of the general statutes is repealed and the
757 following is substituted in lieu thereof:

758 (a) It is hereby determined that the purposes of sections 15-101k to
759 15-101p, inclusive, as amended by this act, are public purposes and
760 that the state will be performing an essential governmental function in
761 the exercise of the powers conferred upon it hereunder. The state
762 covenants with the purchasers and all subsequent holders and
763 transferees of notes and bonds issued by the state pursuant to sections
764 15-101l and 15-101n, as amended by this act, in consideration of the
765 acceptance of and payment for the notes and bonds, that the principal
766 and interest of such notes and bonds shall at all times be free from
767 taxation, except for estate and gift taxes, imposed by the state or by
768 any political subdivision thereof but the interest on such notes and
769 bonds shall be included in the computation of any excise or franchise
770 tax. The Treasurer is authorized to include this covenant of the state in
771 any agreement with the holder of such notes or bonds. Any notes or
772 bonds issued by the state pursuant to sections 15-101l and 15-101n, as
773 amended by this act, may be issued on a basis that provides that the
774 interest thereon is intended to be exempt or not to be exempt from
775 federal income taxation, as may be determined by the Treasurer.

776 (b) Bonds issued under the authority of [subsection (a) of] section
777 15-101l, as amended by this act, are hereby made securities in which all
778 public officers and public bodies of the state and its political
779 subdivisions, all insurance companies, credit unions, building and loan
780 associations, investment companies, banking associations, trust
781 companies, executors, administrators, trustees and other fiduciaries
782 and pension, profit-sharing and retirement funds may properly and
783 legally invest funds, including capital in their control or belonging to
784 them. Such bonds are hereby made securities which may properly and
785 legally be deposited with and received by any state or municipal

786 officer or any agency or political subdivision of the state for any
787 purpose for which the deposit of bonds or obligations of the state is
788 now or may hereafter, be authorized by law.

789 Sec. 16. Section 15-101p of the general statutes is repealed and the
790 following is substituted in lieu thereof:

791 All revenue from the operation of Bradley International Airport
792 shall be paid to the State Treasurer to be held in trust, and the
793 Treasurer shall not commingle such moneys with any other moneys.
794 Such moneys shall be deposited in a separate account or accounts in
795 banks or trust companies organized under the law of the state or in
796 national banking associations doing business in the state, provided
797 that the Treasurer shall have power to contract with the holders of any
798 notes or bonds issued pursuant to sections 15-101l or 15-101n, as
799 amended by this act, or with a trustee acting pursuant to a trust
800 indenture for the benefit of such holders, as to the custody, collection,
801 securing, investment and application of the proceeds of such notes and
802 bonds and of the revenue from the operation of Bradley International
803 Airport, and to carry out such contracts. Such account or accounts shall
804 constitute a separate nonlapsing enterprise fund to be known as the
805 "Bradley Enterprise Fund".

806 Sec. 17. (a) The sum of fifty million dollars is appropriated to the
807 Department of Transportation, from the General Fund, for the fiscal
808 year ending June 30, 2002, for the purpose of (1) funding the Jobs
809 Access program which provides later evening bus service route
810 extensions and customized paratransit services for residents in the
811 cities of Bridgeport, Hartford, New Haven and Waterbury; (2)
812 expanding existing commuter parking lots state-wide; (3) marketing an
813 employer sponsored pre-tax commuter benefit program to be known
814 as the "Deduct-A-Ride" program; (4) a design study for an
815 Orange/West Haven rail station with parking for one thousand
816 commuters; (5) a site selection study for the expansion of the New

817 Haven Line rail maintenance facilities' capacity and to purchase land
818 for a new rail service maintenance facility; (6) providing funding to
819 expand bus services connecting with rail services in the Coastal
820 Corridor, as defined in subdivision (9) of section 1 of this act; (7)
821 improving and further developing an Accident Clearance Policy to
822 minimize the number of accidents on Interstate Route I-95 and the
823 Merritt Parkway and enhancing weigh station hours; (8) a pilot
824 program for peak hour on-ramp closures on Interstate I-95, located in
825 the Coastal Corridor, as defined in subdivision (9) of section 1 of this
826 act; (9) partnering with Amtrak, Metro-North and rail labor unions to
827 allow Shore-Line-East trains to run through New Haven to Bridgeport,
828 Stamford and Greenwich for a two-year trial period; (10) partnering
829 with Amtrak to provide an additional peak period train for a two-year
830 trial period and to promote monthly tickets from Connecticut to Penn
831 Station; (11) expanding Fairfield County inter-regional service by
832 purchasing ten new buses and providing funding for additional local
833 bus service; (12) providing operating funding to expand bus services
834 for existing and new western Connecticut commuters to utilize Metro-
835 North's Upper Harlem Line for commuting to New York City and
836 White Plains; (13) developing (A) operational and fiscal plans for the
837 expansion of local and regional bus services to coordinate with rail and
838 ferry schedules for service to area attractions, and (B) a single ticket
839 fare structure for such services in the Southeast Corridor, as defined in
840 subdivision (13) of section 1 of this act; (14) a study to refine the traffic
841 and transportation needs and modal options of the Southeast Corridor,
842 as defined in subdivision (13) of section 1 of this act; (15) expanding
843 express bus service in the Hartford area; (16) continuing the efforts of
844 the Capitol Region Council of Governments to support the Hartford to
845 New Britain Bus Way; (17) a study of the infrastructure cost and
846 operating characteristics of rail commuter services from New Haven to
847 Springfield, including Bradley International Airport; (18) safety and
848 operational improvements at Interstate I-84 interchanges from
849 Danbury to Newtown; (19) funding a safety and capacity study of

850 Route 8 from Seymour to Waterbury; (20) funding a high speed ferry
851 from Bridgeport to Stamford to New York; and (21) funding for the
852 implementation of a demonstration project for a freight Feeder Barge
853 Service in Long Island Sound between the port facilities of New York
854 and New Jersey and Bridgeport Harbor in Bridgeport and such other
855 projects and activities that enhance and support the strategic
856 transportation initiatives. Work on such projects shall commence July
857 1, 2001.

858 (b) The funds appropriated in this section shall not lapse.

859 Sec. 18. Subdivision (27) of subsection (d) of section 2c-2b of the
860 general statutes and sections 15-101r and 15-101s of the general
861 statutes are repealed.

862 Sec. 19. This act shall take effect from its passage, except that section
863 9 shall take effect July 1, 2001.

TRA *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

OFA Fiscal Note

State Impact: FY 01 General Fund Surplus Appropriation, Potential Costs, Potential Revenue Loss, (General and Transportation Funds, the Bradley Enterprise Fund)

Affected Agencies: Departments of Transportation, Environmental Protection, Economic and Community Development, Public Safety, and the Office of Policy and Management

Municipal Impact: Potential Workload Increase

Explanation

State Impact:

It appropriates \$50 million to the Department of Transportation (DOT) from the FY 01 General Fund surplus for specific projects, programs, studies, and initiatives.

It makes several changes to laws governing the issuance, repayment and use of bonds issued for Bradley projects. The bill removes the \$294 million bond cap and specifies that all or some of the revenue the airport generates can be used to repay the bonds. The revenue sources include Passenger Facility Charges (PFCs) to the extent that federal law allows. (Revenues from PFCs are to be used to finance eligible airport-related projects upon the approval from the Federal Aviation

Administration (FAA). These charges are added to the price of an airline ticket.) The changes to provisions concerning bonds sold to finance BIA projects will not have any fiscal impact on General Fund debt service because the bonds continue to be supported by airport revenues and are not direct, indirect or contingent liabilities of the state. The changes will also not result in any cost to the Office of the State Treasurer because such costs continue to be reimbursed out of the bond proceeds.

The state will realize a revenue loss to the personal income tax to the degree that employers that have more than 25 employees are not currently allowing their employees to participate in the federal transportation fringe benefit program. The revenue loss results from the ability of participants to pay for eligible transit costs with pre-tax deductions from their wages. Therefore, state incomes taxes will be calculated based on a participant's wages less amounts deducted for transit costs. The revenue loss cannot be quantified because it is not known how many new participants would result from requiring employers to participate in the program.

Since the bill does not provide for the hiring of staff, staff of the DOT will be utilized, assisted by staffs from the Office of Policy and Management (OPM) and the Department of Economic and Community Development (DECD). The bill does not provide for the compensation of board members (including the CTSB members and BIAs Board of Directors). The DOT anticipates costs of approximately \$17,000 to cover the cost of supplies printing, mailings, public notices, etc. These costs can be absorbed within DOT's budgetary resources.

It is anticipated that DECD, Connecticut Development Authority and Connecticut Innovations, Inc. can provide impact statements as to whether projects conform to the transportation strategy within existing resources. However, requiring the DECD Commissioner to partner with municipalities to promote and market areas of retail sales and

services around transportation terminals would increase costs to DECD not currently budgeted for. The exact impact is indeterminate since it is unclear the extent and type of promotion and marketing that would be required or necessary.

It is anticipated that OPM can provide assistance to DOT staff members within anticipated budgetary resources. If consultants are hired, OPM could divert resources from existing programs to pay consulting fees. It is unknown the types of grants or sources of funding that could be reduced.

The bill establishes a 16-member Connecticut Transportation Board (CTSB), --15 voting, one non voting, for the purpose of developing a transportation strategy which will stimulate economic growth, enhance the quality of life, improve mobility of people and goods, enhance connectivity to the regional, national and global economies, and enhance the safety and security of the transportation network. The board must submit its initial strategy to the legislature by January 15, 2002 and update and revise it at least every two years.

The bill also accomplishes the following:

It organizes the state into five "transportation investment areas" (TIAs) each of which will have a representative on the board.

It requires the Commissioner of Economic and Community Development (DECD) and the Executive Directors of the Connecticut Development Authority and Connecticut Innovations, Inc. to submit impact statements for projects new to the state or involve new construction which are seeking funding to CTSB whether or not they conform with the transportation strategy. The DECD Commissioner must partner with municipalities to promote and market areas of retail sales and services around transportation terminals.

It requires the state, municipalities and employers of 25 or more at

one location to offer their employees certain transportation benefits excluded from gross income calculation under the federal tax code.

It creates a seven-member board of directors for Bradley International Airport (BIA) that must include a member of the CTSB. The BIA Advisory Commission becomes the Bradley International Community Advisory Board. A member of the community advisory board must also sit on the board of directors. It places the Bradley Board of Directors within the Department of Transportation (DOT) for administrative purposes only. The proposed FY 02 budget for the BIA Commission is \$38,000. These administrative costs and the costs of consultants recommended to advise the Bradley board are reimbursable by the Bradley Enterprise Fund.

Municipal Impact:

It is anticipated that any contribution and/or participation in the processes of the CTSB can be handled within available resources.

OLR Bill Analysis

sHB 6985

***AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
TRANSPORTATION STRATEGY BOARD.*****SUMMARY:**

This bill establishes a 16-member Connecticut Transportation Strategy Board (CTSB) composed of five state commissioners, appointees of the governor and legislative leaders, and a nonvoting representative of the Connecticut congressional delegation. The commission's purpose is to propose a transportation strategy to the legislature for its approval. In developing its strategy, the board must take into account several specific factors and considerations. The transportation strategy must be designed to achieve certain results, including stimulating sustainable economic growth and enhancing the quality of life of state residents; improving mobility of people and goods; enhancing connectivity to the regional, national, and global economies; and enhancing the safety and security of the transportation network. The board must submit its initial strategy to the legislature by January 15, 2002 and update or revise it at least every two years.

The bill organizes the state into five "transportation investment areas" (TIAs), each of which has a representative on the board. Each TIA must prepare a TIA corridor plan and submit it to the CTSB by November 1, 2001. The CTSB must review each TIA corridor plan and may incorporate all or part of the plans into the statewide strategy it develops.

The CTSB must monitor implementation of the strategy by prioritizing transportation projects and their implementation processes and make recommendations to the transportation commissioner, governor, and General Assembly. The CTSB must also annually review the Department of Transportation's (DOT) proposed operating and capital budgets as they relate to implementation of the strategy and make recommendations.

The economic and community development commissioner, and certain others, must submit to the CTSB impact statements for projects seeking funding that are new to the state or involve new construction that identify for the CTSB whether or not they conform to the transportation strategy. The economic development commissioner must partner with municipalities to promote and market areas of retail sales and services around transportation terminals.

The bill appropriates \$50 million to the DOT for FY 2001-02 for specific projects, programs, studies, and initiatives. Project work must commence on July 1, 2001.

The bill requires the state, municipalities, and employers of 25 or more at one location to offer their employees certain transportation fringe benefits excluded from gross income calculation under the federal tax code.

The bill creates a seven-member board of directors for Bradley International Airport that must include a member of the CTSB. It abolishes the Bradley International Airport Advisory Commission and replaces it with the Bradley International Community Advisory Board. A member of the community advisory board must sit on the Bradley board of directors. Among other things, the Bradley board of directors has the duty to advocate for the airport's interests, ensure that its potential as a state and regional economic development resource is fully realized, and assure that an appropriate mission statement and strategic goals for the airport are developed and progress toward realizing them is regularly assessed.

Finally, the bill makes several changes in laws governing the issuance, repayment, and use of bonds issued for Bradley projects.

EFFECTIVE DATE: Upon passage, except the provision establishing the Bradley board of directors (but not those delineating its responsibilities or related provisions) is effective July 1, 2001

TRANSPORTATION INVESTMENT AREAS

The bill organizes the state into five TIAs and designates the towns to be included in each TIA, along with the highways, bridges, waterways, ports, and airports in these towns. Many towns are included in more than one TIA. TIAs are organized roughly along geographic boundaries of combinations of regional planning areas, but there are exceptions.

Coastal Corridor TIA

The Coastal Corridor TIA includes:

Ansonia	Easton	New Milford	Stamford
Beacon Falls	Fairfield	Newtown	Stratford
Bethany	Greenwich	North Branford	Thomaston
Bethel	Guilford	North Haven	Trumbull
Bethlehem	Hamden	Norwalk	Wallingford
Branford	Madison	Orange	Waterbury
Bridgeport	Meriden	Oxford	Watertown
Bridgewater	Middlebury	Prospect	West Haven
Brookfield	Milford	Redding	Weston
Cheshire	Monroe	Ridgefield	Westport
Danbury	Naugatuck	Seymour	Wilton
Darien	New Canaan	Shelton	Wolcott
Derby	New Fairfield	Sherman	Woodbridge
East Haven	New Haven	Southbury	Woodbury

I-84 Corridor TIA

The I-84 Corridor TIA includes:

Andover	Ansonia	Avon	Barkhamsted
Beacon Falls	Berlin	Bethel	Bethlehem
Bloomfield	Bolton	Bridgewater	Bristol
Brookfield	Burlington	Canaan	Canton
Cheshire	Colebrook	Cornwall	Danbury
Derby	East Granby	East Hartford	East Windsor
Ellington	Enfield	Farmington	Glastonbury
Goshen	Granby	Hartford	Hartland
Harwinton	Hebron	Kent	Litchfield

Manchester	Marlborough	Middlebury	Morris
Naugatuck	New Britain	New Fairfield	New Hartford
New Milford	Newington	Newtown	Norfolk
North Canaan	Oxford	Plainville	Plymouth
Prospect	Redding	Ridgefield	Rocky Hill
Roxbury	Salisbury	Seymour	Sharon
Shelton	Sherman	Simsbury	Somers
South Windsor	Southbury	Southington	Stafford
Suffield	Thomaston	Tolland	Torrington
Union	Vernon	Warren	Washington
Waterbury	Watertown	West Hartford	Wethersfield
Winchester	Windsor	Windsor Locks	Wolcott
Woodbury.			

I-91 Corridor TIA

The I-91 Corridor TIA includes:

Andover	Avon	Berlin	Bethany
Bloomfield	Bolton	Branford	Bristol
Burlington	Canton	Chester	Clinton
Cromwell	Deep River	Durham	East Granby
East Haddam	East Hampton	East Hartford	East Haven
East Windsor	Ellington	Enfield	Essex
Farmington	Glastonbury	Granby	Guilford
Haddam	Hamden	Hartford	Hebron
Killingworth	Lyme	Madison	Manchester
Marlborough	Meriden	Middlefield	Middletown
Milford	New Britain	New Haven	Newington
North Branford	North Haven	Old Lyme	Old Saybrook
Orange	Plainville	Plymouth	Portland
Rocky Hill	Simsbury	Somers	South Windsor
Southington	Suffield	Tolland	Vernon
Wallingford	West Hartford	West Haven	Westbrook
Wethersfield	Windsor	Windsor Locks	Woodbridge

I-395 Corridor TIA

The I-395 Corridor TIA includes:

Ashford	Franklin	New London	Stafford
Bozrah	Griswold	North Stonington	Sterling
Brooklyn	Groton	Norwich	Stonington
Canterbury	Hampton	Plainfield	Thompson
Chaplin	Killingly	Pomfret	Union
Colchester	Lebanon	Preston	Voluntown
Columbia	Ledyard	Putnam	Waterford
Coventry	Lisbon	Salem	Willington
East Lyme	Mansfield	Scotland	Windham
Eastford	Montville	Sprague	Woodstock

Southeast Corridor TIA

The Southeast Corridor TIA includes:

Bozrah	Franklin	Montville	Salem
Chester	Griswold	New London	Sprague
Clinton	Groton	North Stonington	Stonington
Colchester	Killingworth	Norwich	Voluntown
Deep River	Ledyard	Old Lyme	Waterford
East Lyme	Lisbon	Old Saybrook	Westbrook
Essex	Lyme	Preston	

TIA Functions and Responsibilities

The local regional planning agencies in each TIA must select those who will participate in the TIA processes and activities. Participants may come from, but are not limited to, businesses, labor unions, trade associations, environmental interest groups, and other interest groups the planning agency believes would be valuable in developing the TIA transportation plan. The local planning agencies must determine the processes the TIA will use in carrying out its responsibilities. For these purposes, each TIA must report to the local planning agencies' chief

executive officers. The agencies may request the assistance of the CTSB.

By August 1, 2001, the planning agency chief executives must issue notice of a TIA organizational meeting to begin the process of creating the TIA's transportation plan and to make recommendations for nominations for the TIA's representative to the CTSB. Each TIA must submit a TIA corridor plan to the CTSB by November 1, 2001, but the absence of a plan as required by the bill does not preclude the CTSB from proposing its transportation strategy.

TRANSPORTATION STRATEGY BOARD

Membership and Appointment

The CTSB consists of 16 members—15 voting and one nonvoting. Five are the commissioners of transportation, environmental protection, public safety, and economic and community development and the secretary of the Office of Policy and Management. Five consist of one representative from each of the five TIAs. The other five must be appointed from the private sector and have expertise in transportation, business, finance, or law. The sixteenth, nonvoting member must be a Senate or House member of the Connecticut Congressional delegation, or a designee.

The five private-sector and five TIA members are appointed as follows and will serve initial terms expiring on the dates indicated below:

Member	Appointing Authority	Initial Term Expiration
Private-Sector Member	Governor	6/30/2005
Private-Sector Member	Senate president	6/30/2004
Private-Sector Member	House speaker	6/30/2003
Private-Sector Member	Senate majority leader	6/30/2003
Private-Sector Member	House majority leader	6/30/2002
I-91 Corridor TIA	Senate president	6/30/2003
Coastal Corridor TIA	House speaker	6/30/2004
I-395 Corridor TIA	Senate minority leader	6/30/2005

I-84 Corridor TIA	House minority leader	6/30/2005
Southeast Corridor TIA	Transportation Comm.	6/30/2002
	Co-chairpersons	

The governor’s private-sector appointment must serve as the CTSB chairperson. The member from each of the TIAs must come from a list of three nominees submitted to the appropriate appointing authority who (1) live within the TIA, (2) are selected by the regional planning agency executives in consultation with TIA participants, and (3) have significant experience in, and knowledge of, state and local governmental processes. Each nomination list must include at least one chief elected official of a town in the TIA.

Once appointees’ initial terms expire, all subsequent appointees serve four-year terms. No member may serve more than two consecutive terms. A vacancy for an appointed member must be filled by the appointing authority for the remainder of the term.

The CTSB chairperson may remove any member for inefficiency, neglect of duty, or malfeasance.

The CTSB may create subcommittees and appoint its members to them as it deems appropriate. Ten members must be present to constitute a quorum. Members may not be compensated for their service.

The board may issue guidelines for coordination and organization of the TIAs. The guidelines do not constitute agency regulations under state law.

DOT must serve as staff to the CTSB, with assistance from the staffs of the Office of Policy and Management (OPM) and the Department of Economic and Community Development (DECD). The CTSB may ask OPM to hire consultants within available appropriations to help carry out its functions.

The CTSB terminates as of July 1, 2006 unless the General Assembly reestablishes it.

Developing the State Transportation Strategy

In developing and revising its transportation strategy, the CTSB must take into account:

1. strategic concerns of moving people and goods;
2. technical and modal options for addressing these concerns, including rail, road, air, and water;
3. the relationship of these concerns and options to sustainable economic growth, environmental quality, urban development, open space and its preservation, employment access, and public safety;
4. transportation's role as a cornerstone of the state's economic development and quality of life and thus its link to other state policies including land use planning, environmental quality, urban vitality, and access to jobs and services;
5. state connections to regional, national, and international economies and the critical role of mobility in sustaining economic growth;
6. the benefits of leveraging current transportation assets and infrastructure, especially in urban centers, and reducing automobile-oriented demands;
7. integrating brownfield remediation, affordable housing, and employment access as a result of a transportation strategy;
8. the need to engage local planning agencies, representatives of the state's major transportation assets and the transportation industry, and other relevant constituencies in an integrated and multi-modal strategy development;
9. the benefits of technology to expand capacity, enhance safety, provide information, and access funding alternatives;
10. the need to fully explore sources and methods for funding infrastructure investments and annual operating and maintenance costs, and the regulations that apply to spending state and federal funds;

11. the development of measures, methods, and standards essential to determine customer needs and to evaluate the return on transportation investments and project priorities;
12. the importance of the state playing a leadership role in the northeast in developing and advocating a regional transportation strategy;
13. the need for expeditious analysis and decision-making within the existing statutory and regulatory framework and identification of necessary changes to this framework;
14. the development, renovation, and expansion of Bradley International Airport;
15. the State Plan of Conservation and Development; and
16. the need to clearly define the role of private companies, public agencies, and institutions, including the role of financial incentives, to encourage and support employees to use public transportation, providing them with appropriate alternatives to their work times and places such as telecommuting and flexible work hours, developing effective delivery of goods in the state, and encouraging different sectors to participate in state initiatives.

Transportation Strategy Objectives

The transportation strategy the CTSB designs must achieve:

1. public benefits consisting of stimulating sustainable economic growth and enhanced quality of life and developing and continuously upgrading analytical tools to show the link between transportation and public benefits;
2. ease of mobility for people and goods in the state and TIAs consisting of reducing traffic congestion, enabling inter-corridor movement, and providing access to employment and essential services;

3. connection to the regional, national, and global economies through
 - (a) improved access to the surrounding states and economies and
 - (b) expanding modal choices for passengers and freight by developing an airport system that stimulates growth, linking to state and international rail grids, developing water-borne alternatives, and assuring workable freight access to New York and New Jersey ports and the North American Free Trade Agreement (NAFTA) trade corridor; and
4. safety and security consisting of adequately maintaining infrastructure and equipment and enforcing safe operations and system use by customers and operators.

Evaluation Criteria and Other Considerations

The CTSB must evaluate specific tactics and approaches in the strategy according to these criteria:

1. a focus on the people using transportation systems by involving them in planning and market research, creating effective interfaces with other systems, and developing “intelligent” transportation systems;
2. an orientation to economic growth through responsiveness to general business and industry cluster needs and supporting state urban development strategies;
3. environmental responsibility for improving air quality, minimizing impacts on wetlands and open space by directing development to areas of the state with the infrastructure to support it, and reducing energy consumption;
4. encouragement of intermodal links and usage wherever possible and management of transportation systems from a multi-modal perspective; and
5. involvement of TIAs through building upon natural economic and service areas, enhancing connectivity of population centers, and implementing strategic priorities through the TIAs.

The CTSB must include in the strategy the criteria by which it and the DOT will evaluate and prioritize current and proposed transportation projects. It also must identify in the strategy the tools and measures it intends to use to assess transportation system performance and analyze the value of projects proposed to implement the strategy, including their overall value to the state as a public investment.

The strategy must include a projection of the required investments in capital and operating costs over the succeeding 10 years and the recommended sources of these funds. It must also distinguish between operations and maintenance and investment costs based on the strategy and evaluated against its goals, provision of additional benefits that are both tangible and attainable, inclusion of a range of transportation modes to gain public support, maximum outreach to the community in each TIA, and response to widely perceived needs.

Review of TIA Corridor Plans for Inclusion in the Strategy

The CTSB must review each TIA corridor plan and may incorporate all or part of the plans in its strategy. In developing and revising the strategy, the CTSB may (1) hold public hearings; (2) consult and cooperate with officials on all governmental, corporate, and organizational levels; (3) request and receive assistance from other governmental entities; and (4) to the extent it deems appropriate, use and incorporate in the strategy any existing long-range plan, report, or survey developed by a public or private entity.

DOT must keep the strategy and its revisions on file as a public record.

Submission of the Transportation Strategy

The CTSB must submit its strategy and preliminary cost projections to implement it over the first 10 years to the governor and legislature by January 15, 2002. The strategy is subject to the General Assembly's approval. The CTSB must submit a status report on strategy implementation, including any revisions it may need, to the Transportation Committee on June 30, 2002 and on every December 31st and June 30th thereafter. The status report must also include the quarterly reports it receives from the DECD commissioner with respect to DECD's project activities and their relationship to the transportation

strategy. The CTSB must update and revise the strategy as necessary every two years and submit an implementation report to the governor and legislature. Strategy updates and revisions are also subject to legislative approval.

The CTSB must monitor strategy implementation by prioritizing transportation projects and processes necessary to implement them for the purposes of proposed legislative approval. It also must review annual DOT capital and operating budgets as they relate to implementing the strategy and make recommendations to the governor and legislature.

Economic Development Initiatives

The DECD commissioner and the executive directors of the Connecticut Development Authority (CDA) and Connecticut Innovations, Inc. (CII) must submit to the CTSB an impact statement for each project that is new to the state or involves new construction and seeks funding from them. The statement must summarize whether or not the project conforms to the strategy the CTSB submits to the legislature.

By July 1, 2002, and quarterly thereafter, the DECD commissioner must update the board on all project activities that occurred in the quarter.

The bill requires the DECD commissioner, in consultation with the DOT commissioner, to partner with cities and towns to promote and market areas of retail sales and services around rail, bus, airport, and port terminals. The commissioner may use the services of the Connecticut Economic Resource Center and any other entity he finds necessary.

TRANSPORTATION FRINGE BENEFITS

The bill requires the state, all of its political subdivisions, and any employer with 25 or more employees in one location to offer their employees the transportation fringe benefits provided for in the Internal Revenue Code (§ 132(f)), and any subsequent corresponding provisions relating to these benefits. These benefits (known as "Decuct-a-Ride") generally involve exclusion of income that qualifies

as a transportation fringe benefit from a taxpayer's gross income. These generally take three forms when offered by employers to their employees: transportation in a "commuter highway vehicle" between home and work, any transit pass, or "qualified" parking (See BACKGROUND).

TRANSPORTATION PROJECT APPROPRIATIONS

The bill appropriates to the DOT a total of \$50 million from the General Fund for FY 2001-02 for the following projects, programs, studies, and initiatives:

1. the Jobs Access program for later evening bus service, route extensions, and customized paratransit services for residents of Bridgeport, Hartford, New Haven, and Waterbury;
2. expanding commuter parking lot capacity;
3. marketing the "Deduct-A-Ride" program;
4. a design study of an Orange/West Haven rail station with parking for 1,000 commuters;
5. a site selection study for expanding capacity of New Haven rail line maintenance facilities and purchasing land for a new rail service maintenance facility;
6. expanding bus services connecting with rail services in the Coastal Corridor TIA;
7. improving and enhancing the state's Accident Clearance Policy to minimize accidents on I-95 and the Merritt Parkway and enhancing weigh station-operating hours;
8. a pilot program to assess peak-hour on-ramp closures on I-95 in the Coastal Corridor TIA;
9. partnering with Amtrak, Metro-North, and rail labor unions to allow Shoreline East commuter trains to run through New Haven to Bridgeport, Stamford, and Greenwich for a two-year trial period;

10. partnering with Amtrak to provide additional peak-period train service for a two-year trial period for the purpose of promoting monthly tickets and service from Connecticut to Penn Station in New York City;
11. expanding Fairfield County inter-regional service through the purchase of 10 new buses and additional local bus service;
12. additional operating funds to expand bus service for western Connecticut commuters to utilize Metro-North's Upper Harlem Line to commute to White Plains and New York City;
13. develop (a) operational and fiscal plans for expanding local and regional bus services in coordination with rail and ferry schedules to serve areas attractions and (b) a single ticket fare structure for such services in the Southeast Corridor TIA;
14. a study to refine the traffic and transportation needs and modal options of the Southeast Corridor TIA;
15. expanding express commuter bus service in the Hartford area;
16. continuing the efforts of the Capitol Region Council of Governments to support the Hartford-New Britain Busway Project;
17. studying the infrastructure costs and operating characteristics of rail commuter services from New Haven to Springfield, Massachusetts, including Bradley International Airport;
18. safety and operational improvements to I-84 interchanges from Danbury to Newtown;
19. a safety and capacity study of Route 8 from Seymour to Waterbury;
20. funding a high-speed ferry from Bridgeport to Stamford and New York;

21. implementing a demonstration project for a feeder barge service in Long Island Sound between the port facilities of New York and New Jersey and Bridgeport harbor; and
22. other projects and activities that enhance and support the strategic transportation initiatives.

Project work must commence by July 1, 2001. The appropriation is nonlapsing.

BRADLEY INTERNATIONAL AIRPORT BOARD OF DIRECTORS

Board of Directors

The bill creates a seven-member board of directors for Bradley International Airport consisting of the transportation commissioner, the DECD commissioner, representative appointed from and by the members of the TSB and the Bradley International Community Advisory Board (which the bill also creates), and three private-sector members. The governor must appoint one of the private-sector members, who serves as the board chairman and serve an initial term through June 30, 2005. The Senate president and House speaker each must appoint one of the other two members who also serve initially until June 30, 2005. Subsequent terms for all appointed members must be for four years.

The board's appointed members must be senior business leaders or executives who have corporate or institutional management experience. They must also have expertise and experience in one or more of the following disciplines: financial planning, budgeting and assessment, marketing, master planning, strategic planning, and transportation management. Board members must be sworn to the constitutional oath of office.

No board member may have any financial interest in the airport or its concessions. They must serve without compensation for their service on the board.

Any member who misses three consecutive board meetings must be considered to have resigned. The board must elect a vice-chairperson

from among the appointed members. Five members constitutes a quorum and board actions may be taken by a majority vote of its members present.

Bradley Board of Directors' Responsibilities

The bill gives the Bradley Board of Directors the duties and responsibilities to: (1) cooperate with the TSB; (2) advocate for the airport's interests and ensure its potential as an economic development resource for the state and region is fully realized; (3) assure that an appropriate mission statement and set of strategic goals are established for the airport and that progress is regularly assessed; (4) establish and review policies and plans for marketing the airport and determining the best use of airport property; (5) make sure appropriate independent expertise is available for advising it, particularly on strategy and marketing; (6) approve community relations policies and ensure that the Bradley Community Advisory Board operates effectively so that community comment and information is regularly and fully considered in airport-related decisions; (7) create a code of conduct for its members consistent with the State Code of Ethics for Public Employees; (8) report annually to the governor and legislature; and (9) adopt rules to conduct its business. The rules cannot be considered state agency regulations.

The Bradley board must function within the DOT for administrative purposes and DOT must conduct its administrative functions. Administrative costs and costs for any consultants the board recommends to advise it and that DOT retains may be reimbursed from the Bradley Airport Enterprise Fund. Consultants recommended by the board and retained by the DOT for this purpose must report to the board rather than the DOT. The bill exempts the selection and engagement process for these consultants from the statutes governing selection of DOT consultants and state agency personal service agreements.

Bradley International Community Advisory Board

The bill creates a Bradley International Community Advisory Board and abolishes the Bradley International Airport Commission. The community advisory board consists of the chief elected officials of East

Granby, Suffield, Windsor, and Windsor Locks. The advisory board must work with the airport administration and issue semi-annual reports to the Bradley board of directors. It must also use the board of directors as a resource to support its development initiatives.

The community advisory board must (1) provide a regular vehicle for communications between airport administrators and nearby towns on issues of concern to residents, such as noise and traffic, and (2) advise the board of directors on land use, transportation, planning, zoning, and economic development issues on land surrounding or close to the airport. In carrying out the latter function, the community board must appoint a subcommittee made up of each town's manager or planner and representatives from regional organizations including the Capital Region Council of Governments, Greater Hartford Growth Council, Springfield Regional Planning Agency, and DECD. The subcommittee must work to develop new business around the airport and report regularly to the community advisory board on its activities.

Members of both the community advisory board and its development subcommittee must comply with the Code of Ethics for Public Officials.

Bonding for Bradley International Airport Projects

The bill removes the aggregate bonding cap of \$294 million for airport-related projects. It also specifies that some or all of the revenue the airport generates can be used to repay the bonds. It requires revenue generated from passenger facility charges (PFCs) to be used to repay bonds, to the extent federal laws allow. PFCs are federally authorized levies airport operators can impose on passengers to raise additional revenue for specific, federally approved, projects and time periods.

The bill authorizes the Bradley board of directors to appoint a finance or other committee consisting of one or more of its officers or employees to serve as its authorized delegate in connection with bond issuance.

The bill authorizes the state treasurer to enter into remarketing, standby bond purchase, and other kinds of agreements through which she can insulate variable interest rate interest payments from rate fluctuations. The treasurer is also authorized to enter into a trust of

indenture with a lender. She may also designate whether or not bonds or notes issued for Bradley projects are federal tax-exempt.

Finally, the bill officially designates the Bradley Enterprise Fund as a separate nonlapsing enterprise fund.

BACKGROUND

Nontaxable Transportation Fringe Benefits

The Internal Revenue Code allows certain transportation fringe benefits an employer provides that would otherwise be taxable to the employee as income to be excluded from the taxpayer's gross income for income tax purposes. The types of commuting costs covered include: (1) transportation in a "commuter highway vehicle" between home and work, (2) a transit pass, or (3) "qualified parking." A qualifying commuter highway vehicle must seat at least six adults besides the driver and be reasonably expected to be used to transport employees to and from work on trips with at least half the passenger seats are filled for at least 80% of the vehicle's annual mileage. A transit pass includes any pass, token, farecard, voucher, or similar thing allowing a ride on mass transit or a commuter highway vehicle.

Qualified parking is employer-provided parking at or near work or at a location from which employees commute by transit pass, commuter highway vehicle, or vanpool. The employer provides parking if it pays for it, reimburses the employee, or the parking is on property it owns or leases.

The current maximum amount that can be excluded under these provisions is \$65 per month for commuter transit vehicle or transit pass costs and \$180 per month for qualified parking costs.

Related Bills

sSB 1068 (File 116) permits the comptroller to offer qualified state employees and members of the General Assembly the option of excluding commuting costs from their taxable wages consistent with what is permitted under the Internal Revenue Code.

sSB 1275 (File 184) creates a Connecticut Transportation Board and gives it authority over the DOT, the transportation commissioner, and transportation planning. Among other things, it is authorized to determine the priority of major DOT projects, review and approve DOT's capital and operating budget before submission to the governor, recommend candidates from which the governor must fill commissioner vacancies, make recommendations for reducing the number of regional planning organizations or ways to require them to address transportation issues from a larger geographic perspective, and develop and periodically revise a strategic state transportation and financial plan. The bill also makes numerous current powers of the transportation commissioner subject to the board's direction.

sSB 1276 (File 236) establishes a Bradley International Airport board of directors and, among other things, requires it to hire an executive director for the airport, reorganizes the airport's administrative structure, gives it approval power over the airport's capital and operating budget, and requires it to approve all airport contracts and agreements over \$100,000 and airport renovations and improvements.

sHB 6799 (File 302) creates the Connecticut Transportation Investment Authority with powers to, among other things, approve or deny any appointment to a DOT position, employ its own staff, recommend candidates to fill transportation commissioner vacancies, recommend removal of a commissioner, develop a comprehensive state transportation strategy, and approve the contract of any state agency or institution that substantially impacts the transportation strategy. It also adopts a transportation investment area concept and strategic approach that is similar to, but less specific than, the one in this bill.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 28 Nay 0