



General Assembly

January Session, 2001

Raised Bill No. 6985

LCO No. 4697

Referred to Committee on Transportation

Introduced by:
(TRA)

***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 undertaking by the board,
- 11 the commissioner or the department with regard to transportation in
- 12 the state;

13 (7) "Local planning agency" means a metropolitan planning
14 organization, as provided in 23 USC 134, or a regional planning
15 agency, as provided in section 8-31a of the general statutes;

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

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

29 (10) "I-84 corridor" and "I-84 TIA" means the following towns and
30 the roads, highways, bridges, waterways, ports and airports in such
31 towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls, Berlin,
32 Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,
33 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,
34 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,
35 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,
36 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,
37 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New
38 Fairfield, New Hartford, New Milford, Newington, Newtown,
39 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,
40 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,
41 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,
42 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,
43 Union, Vernon, Warren, Washington, Waterbury, Watertown, West
44 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott

45 and Woodbury;

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

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

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

76 (14) "Modal" means a mode of transportation, and "multi-modal"

77 means two or more modes of transportation.

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

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

91 (2) One member from each TIA, for which position the chief
92 executive officers of the local planning agencies in such TIA, after
93 consulting with the participants in such TIA, shall nominate, for
94 consideration by the appointing authority, three individuals who live
95 in such TIA and who have significant experience in and knowledge of
96 local and state governmental processes, including at least one chief
97 elected official in a town in such TIA, and who shall be appointed as
98 follows: (A) The chairpersons of the joint standing committee of the
99 General Assembly having cognizance of matters relating to
100 transportation shall appoint one member from the southeast corridor
101 TIA, whose first term shall expire on June 30, 2002, (B) the president
102 pro tempore of the Senate shall appoint one member from the I-91
103 corridor TIA, whose first term shall expire on June 30, 2003, (C) the
104 speaker of the House of Representatives shall appoint one member
105 from the coastal corridor TIA, whose first term shall expire on June 30,
106 2004, (D) the minority leader of the Senate shall appoint one member
107 from the I-395 corridor TIA, whose first term shall expire on June 30,
108 2005, and (E) the minority leader of the House of Representatives shall

109 appoint one member from the I-84 corridor TIA, whose first term shall
110 expire on June 30, 2005; and

111 (3) The Commissioners of Transportation, Environmental
112 Protection, Economic and Community Development and Public Safety,
113 and the Secretary of the Office of Policy and Management.

114 (b) Upon the expiration of the term of a member of the board who is
115 appointed as provided in subdivision (1) or (2) of subsection (a) of this
116 section, each subsequent appointee to the board shall serve for a term
117 of four years. No person shall serve as a member of the board for more
118 than two consecutive terms. A vacancy in the position of an appointed
119 board member shall be filled by the appointing authority for the
120 remainder of the term.

121 (c) The board may create subcommittees it deems appropriate and
122 may fill such subcommittees and appoint the members of such
123 subcommittees from among its members. Ten members of the board
124 shall be present to constitute a quorum.

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

127 (e) The Department of Transportation shall serve as staff to the
128 board with assistance from the staffs of the Office of Policy and
129 Management and the Department of Economic and Community
130 Development. The board may hire consultants to help carry out its
131 functions.

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

135 (b) The local planning agencies in each TIA shall select the
136 participants in the TIA, including, but not limited to, businesses, labor
137 unions, trade associations, environmental interest groups and other
138 interest groups whose participation the local planning agency believes

139 would be valuable to the TIA in the development of a transportation
140 plan for the TIA.

141 (c) The local planning agencies in each TIA shall determine the
142 processes used by such TIA in carrying out its responsibilities under
143 this act. For the purposes of carrying out such responsibilities, each
144 TIA shall report to the chief executive officers of such local planning
145 agencies. Upon request of the local planning agencies, the board shall
146 assist such agencies.

147 (d) On or before October 1, 2001, the participants in each TIA shall
148 prepare a TIA corridor plan and deliver such plan to the Connecticut
149 Transportation Strategy Board, established pursuant to section 2 of this
150 act. The absence of a TIA corridor plan submitted by any TIA shall not
151 prohibit said board from proposing a strategy as required in section 4
152 of this act.

153 (e) On or before July 1, 2001, the chief executive officers of the local
154 planning agencies in each TIA shall issue notice of an organizational
155 meeting of the participants in the TIA to commence the process of
156 creating a transportation plan for such TIA and to make
157 recommendations for nominations of the board member from such
158 TIA, as provided in subdivision (2) of subsection (a) of section 2 of this
159 act.

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

164 (b) In developing the strategy and the revisions, the board shall take
165 into account: (1) The strategic concerns associated with the movement
166 of people and goods; (2) the technological options and multi-modal
167 options, including, but not limited to, transportation by rail, road, air
168 or water, available to address such concerns; (3) the relationship of
169 such concerns and options to sustainable economic growth,

170 environmental quality, urban development, open space, open space
171 preservation, access to employment by residents of the state and public
172 safety; (4) that transportation is a cornerstone of the state's economic
173 vitality and overall quality of life and therefore inextricably linked to
174 other key policies that deal with the state's future including, but not
175 limited to, land use planning, environmental quality, urban vitality
176 and access to quality jobs and services for the state's residents; (5) the
177 connectivity of the state to the northeast, continental and international
178 economies and that the mobility of people and goods within the state
179 are critical to vibrant and sustainable economic growth; (6) that the
180 benefits of leveraging existing transportation assets and infrastructure,
181 especially in urban centers, and the reduction of automobile-oriented
182 demands, are highly desirable; (7) the integration of brownfields
183 remediation and affordable housing and access to employment that
184 should occur as a result of implementing the strategy; (8) the need to
185 engage local planning agencies and other relevant constituencies in
186 developing the strategy; (9) the need to engage representatives of the
187 state's major transportation assets and of the transportation industry in
188 the strategy to help ensure that the strategy is multi-modal and
189 integrated; (10) the benefits of technology to expand capacity, enhance
190 safety, provide information and access funding alternatives; (11) the
191 need to fully explore the sources and methodologies for funding
192 investments in transportation infrastructure, and for annual operating
193 and maintenance costs and the regulations applicable to the
194 expenditure of federal and state funds; (12) that the development of
195 appropriate metrics, methodologies and standards is essential for
196 determining customer needs, for evaluating the return on
197 transportation investments and for the prioritization of specific
198 projects; (13) that the state needs to play a leadership role with the
199 other northeastern states and the eastern Canadian provinces in
200 developing and advocating a transportation strategy for the northeast
201 region of the continent; (14) that the analyses and decision-making
202 related to transportation initiatives in the strategy needs to be done
203 expeditiously within the existing statutory and regulatory framework

204 and that any amendments to the general statutes or to the Regulations
205 of Connecticut State Agencies that are needed to achieve such
206 objectives should be identified; (15) the development, renovation and
207 expansion of Bradley International Airport; and (16) that the role,
208 including the role of financial incentives, of private sector companies,
209 public agencies and institutions needs to be clearly defined with
210 respect to (A) encouraging and supporting employees to use public
211 transportation, (B) providing employees with appropriate alternatives
212 to the locations at which and during the times they perform their
213 work, including, but not limited to, flexible working hours and
214 telecommuting, (C) developing an effective means for delivering goods
215 within and through the state, and (D) encouraging different sectors to
216 participate with the state in specific initiatives.

217 (c) The board shall design the strategy to achieve the following
218 results:

219 (1) Public benefits that consist of (A) stimulating sustainable
220 economic growth and enhancing the quality of life for the residents of
221 the state, and (B) developing and continuously upgrading analytical
222 tools to demonstrate the link between transportation and the public
223 benefits;

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

228 (3) Connectivity in access to the regional, national and global
229 economies, that consists of (A) improving access (i) to surrounding
230 states, consisting of the Interstate-95 corridor to New York, the
231 Connecticut River Valley and Interstate-91 corridor to Springfield,
232 Massachusetts and southeastern Connecticut to Massachusetts, New
233 York and Rhode Island, and (ii) to the national and global economies;
234 and (B) expanding modal choices for passenger and freight, consisting
235 of (i) developing an airport system that stimulates growth, (ii) linking

236 the state to international rail grids, (iii) developing water-borne
237 alternatives, and (iv) assuring workable freight access to the ports of
238 New York and New Jersey and the corridor related to the North
239 American Free Trade Agreement; and

240 (4) Safety and security that consists of (A) adequately maintaining
241 infrastructure and equipment, and (B) enforcing safe operations and
242 use of the transportation systems by customers and operators.

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

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

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

255 (3) Being environmentally responsible by (A) improving air quality,
256 (B) leveraging existing assets to minimize impact on wetlands and
257 open space by directing development to the areas of the state that have
258 the infrastructure to support the development, and (C) reducing
259 energy consumption;

260 (4) Encouraging and enabling inter-modal links and usage wherever
261 possible, and managing the transportation systems from a multi-modal
262 perspective; and

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

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

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

273 (g) The board shall include in the strategy (1) a projection of the
274 required capital investments and operating costs over the next
275 succeeding ten years and the recommended sources of such funds, (2)
276 a distinction between transportation costs for operations and
277 maintenance and transportation investments which shall (A) be based
278 on the strategy and evaluated against strategic goals, (B) provide
279 additional benefits that are tangible and attainable, (C) include a range
280 of transportation uses including, but not limited to, transit, airways,
281 highways, waterways and freight, to gain public support, (D) reach as
282 many people as possible throughout the entire community in each
283 TIA, and (E) respond to widely perceived needs.

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

287 (i) In developing and revising the strategy, the board may: (1)
288 Conduct public hearings; (2) consult and cooperate with officials and
289 representatives of the federal government, neighboring states,
290 interstate commissions and authorities, local agencies and authorities,
291 interested corporations and other organizations concerning problems
292 affecting transportation in the state; (3) request and receive from any
293 agency or other unit of the government, of the state or of any political
294 subdivision of the state, or from any public authority, such assistance
295 and data as may be necessary to enable the board to carry out the
296 board's responsibilities under this section; and (4) to the extent the
297 board may deem appropriate, make use of, and incorporate in the

298 strategy, any existing long-range transportation plan, survey or report
299 developed by any public or private agency or person.

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

302 (k) Not later than January 15, 2002, the board shall submit the
303 strategy and preliminary projections of the cost necessary to
304 implement the strategy over the first ten years to the Governor and the
305 General Assembly in accordance with section 11-4a of the general
306 statutes. Such strategy shall be subject to approval by the General
307 Assembly. On June 30, 2002, and each December thirty-first and June
308 thirtieth thereafter, the board shall submit a status report on the
309 implementation of and any needed revisions to the strategy to the joint
310 standing committee of the General Assembly having cognizance of
311 matters relating to transportation in accordance with section 11-4a of
312 the general statutes. On January 15, 2002, and every two years
313 thereafter, the board shall update or revise the strategy, if necessary,
314 and shall submit a report on implementation of the strategy to the
315 Governor and the General Assembly, as provided in section 11-4a of
316 the general statutes. All such updates and revisions shall be subject to
317 approval by the General Assembly.

318 (l) The board shall monitor, for purposes of continued
319 recommendations, the implementation of the strategy by prioritizing
320 transportation projects and the tactics and processes necessary to
321 implement such projects for the purposes of proposed legislative
322 approval.

323 (m) The board shall annually review the proposed operating and
324 capital budgets of the department as they relate to the implementation
325 of the strategy and shall make recommendations to the commissioner,
326 the Governor and the General Assembly.

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

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

330 Sec. 6. (NEW) Prior to any approval, the Commissioner of Economic
331 and Community Development and the executive directors of the
332 Connecticut Development Authority and Connecticut Innovations,
333 Incorporated shall submit a summary of each project valued at one
334 million dollars or more and seek funding from said entities to the
335 Connecticut Transportation Strategy Board, created pursuant to
336 section 2 of this act. Said board shall issue findings and
337 recommendations for each submitted project addressing whether or
338 not such project conforms to the strategy said board submits to the
339 General Assembly in accordance with section 4 of this act.

340 Sec. 7. (NEW) The Commissioner of Economic and Community
341 Development shall partner with chief executive officers of the towns
342 and cities in the state to promote and market areas of retail sales and
343 services surrounding rail and bus terminals around the state. Said
344 commissioner may use the services of the Connecticut Economic
345 Resource Center and any other entity it deems necessary.

346 Sec. 8. The sum of two million dollars is appropriated to the
347 Department of Social Services, from the General Fund, for the fiscal
348 year ending June 30, 2002, for the purpose of funding the Jobs Access
349 program which provides later evening bus service route extensions
350 and customized paratransit services.

351 Sec. 9. The sum of two million two hundred thousand dollars is
352 appropriated to the Department of Transportation, from the General
353 Fund, for the fiscal year ending June 30, 2002, for the purpose of
354 expanding existing commuter parking lots state-wide.

355 Sec. 10. The sum of two hundred fifty thousand dollars is
356 appropriated to the Department of Transportation, from the General
357 Fund, for the fiscal year ending June 30, 2002, for the purpose of
358 marketing an employer sponsored pre-tax commuter benefit program
359 to be know as the "Deduct-A-Ride" program.

360 Sec. 11. The sum of two million dollars is appropriated to the
361 Department of Transportation, from the General Fund, for the fiscal
362 year ending June 30, 2002, for the purpose of funding a design study
363 for an Orange/West Haven rail station with parking for one thousand
364 commuters.

365 Sec. 12. The sum of one million dollars is appropriated to the
366 Department of Transportation, from the General Fund, for the fiscal
367 year ending June 30, 2002, for the purpose of a site selection study for
368 the expansion of the New Haven Line rail maintenance facilities'
369 capacity.

370 Sec. 13. The sum of six hundred forty thousand dollars is
371 appropriated to the Department of Transportation, from the General
372 Fund, for the fiscal year ending June 30, 2002, for the purpose of
373 providing funding to expand bus services connecting with rail services
374 in the Coastal Corridor, as defined in subdivision (9) of section 1 of this
375 act.

376 Sec. 14. The sum of five hundred thousand dollars is appropriated
377 to the Department of Transportation, from the General Fund, for the
378 fiscal year ending June 30, 2002, for the purpose of improving and
379 further developing an Accident Clearance Policy to minimize the
380 number of accidents on Interstate Route I-95 and the Merritt Parkway
381 and enhancing weigh station hours.

382 Sec. 15. The sum of two million dollars is appropriated to the
383 Department of Transportation, from the General Fund, for the fiscal
384 year ending June 30, 2002, for the purpose of funding a pilot program
385 for peak hour on-ramp closures on Interstate I-95, located in the
386 Coastal Corridor, as defined in subdivision (9) of section 1 of this act.

387 Sec. 16. The sum of two million five hundred thousand dollars is
388 appropriated to the Department of Transportation, from the General
389 Fund, for the fiscal year ending June 30, 2002, for the purpose of
390 partnering with Amtrak, Metro-North and rail labor unions to allow

391 Shore-Line-East trains to run through New Haven to Bridgeport,
392 Stamford and Greenwich for a two-year trial period.

393 Sec. 17. The sum of one million two hundred thousand dollars is
394 appropriated to the Department of Transportation, from the General
395 Fund, for the fiscal year ending June 30, 2002, for the purpose of
396 partnering with Amtrak to provide an additional peak period train for
397 a two-year trial period and to promote monthly tickets from
398 Connecticut to Penn Station.

399 Sec. 18. The sum of five million two hundred thousand dollars is
400 appropriated to the Department of Transportation, from the General
401 Fund, for the fiscal year ending June 30, 2002, for the purpose of
402 expanding Fairfield County inter-regional service by purchasing ten
403 new buses and providing funding for additional local bus service.

404 Sec. 19. The sum of five hundred thousand dollars is appropriated
405 to the Department of Transportation, from the General Fund, for the
406 fiscal year ending June 30, 2002, for the purpose of providing operating
407 funding to expand bus services for existing and new western
408 Connecticut commuters to utilize Metro-North's Upper Harlem Line
409 for commuting to New York City and White Plains.

410 Sec. 20. The sum of five hundred thousand dollars is appropriated
411 to the Department of Transportation, from the General Fund, for the
412 fiscal year ending June 30, 2002, for the purpose of developing (1)
413 operational and fiscal plans for the expansion of local and regional bus
414 services to coordinate with rail and ferry schedules for service to area
415 attractions, and (2) a single ticket fare structure for such services in the
416 Southeast Corridor, as defined in subdivision (13) of section 1 of this
417 act.

418 Sec. 21. The sum of three million dollars is appropriated to the
419 Department of Transportation, from the General Fund, for the fiscal
420 year ending June 30, 2002, for a study to refine the traffic and
421 transportation needs and modal options of the Southeast Corridor, as

422 defined in subdivision (13) of section 1 of this act.

423 Sec. 22. The sum of seven million eight hundred thousand dollars is
424 appropriated to the Department of Transportation, from the General
425 Fund, for the fiscal year ending June 30, 2002, for the purpose of
426 expanding express bus service in the Hartford area.

427 Sec. 23. The sum of six hundred thousand dollars is appropriated to
428 the Department of Transportation, from the General Fund, for the
429 fiscal year ending June 30, 2002, for the purpose of continuing the
430 efforts of the Capitol Region Council of Governments to support the
431 Hartford to New Britain Bus Way.

432 Sec. 24. The sum of two million dollars is appropriated to the
433 Department of Transportation, from the General Fund, for the fiscal
434 year ending June 30, 2002, for a study of the infrastructure cost and
435 operating characteristics of rail commuter services from New Haven to
436 Springfield, including Bradley International Airport.

437 Sec. 25. The sum of three million four hundred thousand dollars is
438 appropriated to the Department of Transportation, from the General
439 Fund, for the fiscal year ending June 30, 2002, for safety and
440 operational improvements at Interstate I-84 interchanges from
441 Danbury to Newtown.

442 Sec. 26. The sum of one million dollars is appropriated to the
443 Department of Transportation, from the General Fund, for the fiscal
444 year ending June 30, 2002, for the purpose of funding a safety and
445 capacity study of Route 8 from Seymour to Waterbury.

446 Sec. 27. This act shall take effect from its passage.

Statement of Purpose:

To adopt the recommendations of the Transportation Strategy Board.

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