



House of Representatives

General Assembly

File No. 731

January Session, 2003

Substitute House Bill No. 5710

House of Representatives, May 19, 2003

The Committee on Finance, Revenue and Bonding reported through REP. STILLMAN of the 38th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING FUNDING FOR IMPLEMENTATION OF THE RECOMMENDATIONS OF THE TRANSPORTATION STRATEGY BOARD.

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

1 Section 1. (*Effective from passage*) The Commissioner of
2 Transportation, in consultation with the Departments of Public Safety
3 and Motor Vehicles and the Transportation Strategy Board, shall
4 conduct a study of ways to fund the recommendations of the
5 Transportation Strategy Board made in its January, 2003 report to the
6 Governor and the General Assembly pursuant to subsection (k) of
7 section 13b-57g of the general statutes. The study shall consider public
8 and private sources of funding, the potential for public and private
9 partnerships and the availability of federal assistance. Not later than
10 September 1, 2003, the commissioner shall report the findings and
11 recommendations of the study, which shall include recommendations
12 for policies and procedures to implement the findings and

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:

Agency Affected	Fund-Type	FY 04 \$	FY 05 \$
Transportation, Dept.	TF - Revenue Loss	6,000,000	6,000,000

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill requires the Commissioner of Transportation, in consultation with the Department of Motor Vehicles, the Department of Public Safety and the CT Transportation Strategy Board (CTSB), to study ways of funding the recommendations of the CTSB and report such findings to the General Assembly by September 1, 2003. It is anticipated that the report can be accomplished within the normal budgetary resources of the agency. Currently the CTSB does not have any support staff or employees and depends on DOT for its administrative support.

The bill earmarks 8 per cent of the diesel tax to fund the recommendations of the CTSB, which results in a revenue loss to the Transportation Fund of approximately \$6.0 million per fiscal year.

OLR Bill Analysis

sHB 5710

AN ACT CONCERNING FUNDING FOR IMPLEMENTATION OF THE RECOMMENDATIONS OF THE TRANSPORTATION STRATEGY BOARD**SUMMARY:**

This bill requires the transportation commissioner to study ways to fund the recommendations of the Connecticut Transportation Strategy Board (CTSB) in its January 2003 report to the legislature and governor and make findings and recommendations to the Transportation Committee by September 1, 2003. It also sets aside 8% of annual diesel fuel tax revenue in a special account to fund projects the CTSB recommends. (The diesel fuel tax is 26 cents per gallon.)

The transportation commissioner must consult with the public safety and motor vehicle commissioners, as well as the CTSB, in doing the study. The study must consider public and private sources of funding, the potential for public and private partnerships, and the availability of federal assistance. It must include recommendations for policies and procedures to implement its findings and recommendations.

The bill creates a Transportation Strategy Board account administered by the state treasurer. It requires 8% of the revenue derived from diesel fuel taxes to be put into the account. Revenue in the account must be used by the Department of Transportation for projects recommended by the CTSB. Any end of year balance in the account must carry forward to the next fiscal year.

EFFECTIVE DATE: Upon passage for the funding study and July 1, 2003, for the set aside and special account provisions.

BACKGROUND***Connecticut Transportation Strategy Board***

By law, the CTSB must examine ways to integrate transportation, economic development, and land use into an overall transportation investment strategy for the state. The CTSB was required to submit its

initial strategy, cost projections, and funding recommendations in January 2003 for approval by the legislature. The CTSB must periodically revise and update the strategy as necessary for approval by the legislature.

Related Bill

sHB 6671 (File 385) formally approves, with certain exceptions, the initial strategy submitted by the CTSB in January and designates some of the strategy-related projects it recommended as priority projects to be completed to the extent feasible before any of the other recommended projects. Among other things, it also (1) establishes a priority order for developing container barge service at the three Connecticut deep water ports; (2) requires certain priority transportation strategy projects to be accompanied by an economic development plan; (3) requires the CTSB to prepare an analysis of the short- and long-term effects of the initial strategy on transportation, economic development, and environmental concerns; (4) requires studies on the feasibility of establishing traffic courts and a separate docket for civil land use issues; (5) requires the Office of Policy and Management to develop legislative recommendations for growth management goals and land use development policies; (6) requires the Department of Economic and Community Development to establish a program to expedite the review and approval of projects on pre-selected sites; (7) requires future revisions of the state Plan of Conservation and Development to take into account economic and community development needs, patterns of commerce, and linkages between affordable housing objectives, land use planning, and transportation systems; (8) requires state agency, regional development, and local land use plans and regulations to be more consistent with the state plan; and (9) requires municipalities to note on the record inconsistencies between local plans and regulations and the state plan.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Change of Reference
Yea 26 Nay 0

Finance, Revenue and Bonding Committee

Joint Favorable Substitute
Yea 34 Nay 10