



General Assembly

Bill No. 6805

June 30 Special Session,
2003

LCO No. 8020

Referred to Committee on No Committee

Introduced by:

REP. LYONS, 146th Dist.

SEN. SULLIVAN, 5th Dist.

**AN ACT CONCERNING THE RECOMMENDATIONS OF THE
TRANSPORTATION STRATEGY BOARD.**

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

1 Section 1. Section 13b-57d of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective from passage*):

3 As used in sections 13b-57d to 13b-57g, inclusive, and sections 2 to
4 8, inclusive, and 12 of this act:

5 (1) "Board" means the Connecticut Transportation Strategy Board;

6 (2) "Department" means the Department of Transportation;

7 (3) "Commissioner" means the Commissioner of Transportation;

8 (4) "Strategy" means [a twenty-year strategic plan for transportation
9 in this state and any updates of or other revisions to such plan] the
10 transportation projects and supporting documentation contained in the
11 report dated January, 2003 submitted by the board in accordance with

12 subdivision (3) of subsection (k) of section 13b-57g, as amended by this
13 act, and any updates or revisions to such transportation projects;

14 (5) "TIA corridor plan" means a twenty-year strategic plan for
15 transportation in a corridor and any updates or other revisions to such
16 plan;

17 (6) "Transportation project" means any planning, capital or
18 operating project with regard to transportation undertaken by the
19 state, provided nothing contained in sections 13b-57d to 13b-57g,
20 inclusive, shall be deemed to authorize the board to undertake any
21 project other than strategic planning;

22 (7) "Local planning agency" means a metropolitan planning
23 organization, as provided in 23 USC 134, a regional planning agency,
24 as provided in section 8-31a, a regional council of elected officials, as
25 defined in subsection (b) of section 4-124i or a council, as defined in
26 subsection (f) of section 4-124c;

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

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

40 (10) "I-84 corridor" and "I-84 TIA" means the following towns and
41 the roads, highways, bridges, waterways, ports and airports in such

42 towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls, Berlin,
43 Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,
44 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,
45 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,
46 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,
47 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,
48 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New
49 Fairfield, New Hartford, New Milford, Newington, Newtown,
50 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,
51 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,
52 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,
53 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,
54 Union, Vernon, Warren, Washington, Waterbury, Watertown, West
55 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott
56 and Woodbury;

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

71 (12) "I-395 corridor" and "I-395 TIA" means the following towns and
72 the roads, highways, bridges, waterways, ports and airports in such
73 towns: Ashford, Bozrah, Brooklyn, Canterbury, Chaplin, Colchester,
74 Columbia, Coventry, East Lyme, Eastford, Franklin, Griswold, Groton,

75 Hampton, Killingly, Lebanon, Ledyard, Lisbon, Mansfield, Montville,
76 New London, North Stonington, Norwich, Plainfield, Pomfret,
77 Preston, Putnam, Salem, Scotland, Sprague, Stafford, Sterling,
78 Stonington, Thompson, Union, Voluntown, Waterford, Willington,
79 Windham and Woodstock;

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

87 (14) "Modal" means a mode of transportation, and "multimodal"
88 means two or more modes of transportation.

89 Sec. 2. (NEW) (*Effective from passage*) As used in sections 2 to 8,
90 inclusive, and 12 of this act:

91 (1) "TSB project" means any planning, capital or operating project
92 recommended by the board in its strategy;

93 (2) "Economic development plan" means a comprehensive plan
94 describing (A) existing economic development projects, and (B)
95 proposed economic development projects for which a letter of
96 commitment has been issued by the Department of Economic and
97 Community Development; and

98 (3) "Economic development project" means any project, as defined
99 in subsection (d) of section 32-23d of the general statutes, which is to
100 be used or occupied by any person for (A) manufacturing, industrial,
101 research, office or product warehousing or distribution purposes or
102 hydroponic or aquaponic food production purposes and which the
103 authority determines will tend to maintain or provide gainful
104 employment, maintain or increase the tax base of the economy, or

105 maintain, expand or diversify industry in the state, or (B) controlling,
106 abating, preventing or disposing land, water, air or other
107 environmental pollution, including without limitation thermal,
108 radiation, sewage, wastewater, solid waste, toxic waste, noise or
109 particulate pollution, except resources recovery facilities, as defined in
110 section 22a-219a of the general statutes, used for the principal purpose
111 of processing municipal solid waste and which are not expansions or
112 additions to resources recovery facilities operating on July 1, 1990, or
113 (C) the conservation of energy or the utilization of cogeneration
114 technology or solar, wind, hydro, biomass or other renewable sources
115 to produce energy for any industrial or commercial application, or (D)
116 any other purpose which the authority determines will materially
117 contribute to the economic base of the state by creating or retaining
118 jobs, promoting the export of products or services beyond state
119 boundaries, encouraging innovation in products or services, or
120 otherwise contributing to, supporting or enhancing existing activities
121 that are important to the economic base of the state.

122 Sec. 3. (NEW) (*Effective from passage*) (a) The General Assembly
123 approves the principles set forth in section I of the report specified in
124 subdivision (4) of subsection (b) of section 1 of this act, provided no
125 funds from the Transportation Strategy Board projects account,
126 established under section 113 of public act 03-1 of the June 30 special
127 session, shall be authorized for any transportation project except those
128 specified in subsection (b) of this section, provided nothing in this
129 subsection shall preclude any TSB project from being funded, in whole
130 or in part, by other state or federal funds. Funds authorized for any
131 TSB project shall be used only for said project. TSB projects shall be
132 funded from funds authorized for the Transportation Strategy Board
133 only to the extent such projects are not funded from the Infrastructure
134 Improvement Fund.

135 (b) The following TSB projects shall be completed:

136 (1) In the Coastal Corridor TIA, as defined in section 13b-57d of the

137 general statutes, as amended by this act:

138 (A) Acquire rolling rail stock, as deemed appropriate by the board,
139 sufficient to add no fewer than two thousand seats for the Metro
140 North-New Haven Line for use in both interstate and intrastate
141 service. All payments received by the state pursuant to any agreement
142 entered into in accordance with subsection (h) of section 13b-34 of the
143 general statutes involving rolling rail stock used on the Metro North-
144 New Haven Line shall be used exclusively for refurbishing rolling rail
145 stock on and other capital improvements to the Metro North-New
146 Haven Line;

147 (B) Construct or expand stations at Bridgeport, New Haven and
148 Stamford that can accommodate rail service and one or more other
149 modes of transportation and have:

150 (i) Facilities for one thousand or more parking spaces;

151 (ii) Connections to bus and other transit systems;

152 (iii) Opportunity for community revitalization;

153 (iv) Opportunity for transit oriented development;

154 (v) Ease of auto, bus, bicycle and pedestrian access to the station
155 facility;

156 (vi) Potential to attract sufficient riders to support additional
157 express trains;

158 (vii) Operation under control of the state; and

159 (viii) Feeder bus services for passenger rail service;

160 (C) Facilitate use of the Long Island Sound Waterway for passenger
161 and freight movement, including, but not limited to, bulkheading and
162 dredging, upon removal of prohibitions imposed by federal law,
163 expanding passenger facilities, including facilities at the Bridgeport

164 Intermodal Facility, to support high speed ferry service; and

165 (2) In the I-84 Corridor TIA, as defined in section 13b-57d of the
166 general statutes, as amended by this act:

167 (A) Establish express bus services from New Haven to Bradley
168 International Airport;

169 (B) Complete the New Britain to Hartford busway and establish
170 other bus rapid transit or light rail service in Hartford and
171 surrounding towns; and

172 (C) Expand rail passenger service on the Norwalk to Danbury-New
173 Milford Branch Line to assist commuter movement on Route 7 and I-
174 95.

175 (3) In the I-91 Corridor TIA, as defined in section 13b-57d of the
176 general statutes, as amended by this act:

177 (A) Upgrade or construct maintenance facilities and parking
178 facilities and upgrade feeder bus services for passenger rail service,
179 particularly along the Metro North-New Haven Line; and

180 (B) Establish bus service or commuter rail service, as determined in
181 the Hartford-Springfield-New Haven Implementation Study
182 conducted by the department, that runs through New Haven, Hartford
183 and Springfield, with a connection to Bradley International Airport.

184 (4) In the I-395 Corridor TIA, as defined in section 13b-57d of the
185 general statutes, as amended by this act:

186 (A) Establish rail freight service with connections to the port of New
187 London;

188 (B) Expand the frequency of bus service, number of runs and
189 connections within and outside of the region, particularly in and to
190 Norwich and New London and acquire buses sufficient to add no
191 fewer than two hundred seats; and

192 (C) Design and plan for traffic mitigation in southeastern
193 Connecticut, including planning for the extension of Route 11 from its
194 terminus in Salem to the I-95 and I-395 intersect, with appropriate
195 greenway purchases made in accordance with section 13a-142e of the
196 general statutes.

197 (5) In the Southeast Corridor TIA, as defined in section 13b-57d of
198 the general statutes, as amended by this act:

199 (A) Acquire rolling rail stock for the Shoreline East Railroad Line
200 sufficient to add no fewer than one thousand seats;

201 (B) Make operational improvements to highways that improve the
202 flow of traffic on I-95 and I-395; and

203 (6) State-wide:

204 (A) Improve and target marketing by the department of the Deduct-
205 a-Ride program to all eligible employers; and

206 (B) Continue funding the Jobs Access Program.

207 (c) Any TSB project included in subsection (a) of this section
208 requiring expenditures of more than one million dollars shall be
209 accompanied by an economic development plan that specifies the
210 projected economic development benefits of the transportation project
211 to the TIA in which it is located and to the state and that provides for
212 economic development projects that meet one or more of the following
213 criteria:

214 (1) Are generated by the TSB project;

215 (2) Support the TSB project;

216 (3) Maximize the economic benefits of the TSB project; or

217 (4) Utilize the TSB project to maximize the economic benefits of such
218 economic development projects.

219 An economic development plan shall not be required for any TSB
220 project whose sole purpose is public safety.

221 Sec. 4. (NEW) (*Effective from passage*) (a) The board shall coordinate
222 preparation of a performance report on the TSB projects specified in
223 section 3 of this act that require accompanying economic development
224 plans.

225 (b) The board, in consultation with the Departments of
226 Transportation and Economic and Community Development and the
227 Office of Policy and Management, shall determine the format for the
228 report. The report shall include, but not be limited to, the following: (1)
229 A map delineating the boundaries of each TIA and identifying TSB
230 projects and any economic development projects described in
231 subsection (c) of section 3 of this act; (2) a description of funding for,
232 implementation status of and estimated completion date of each TSB
233 project and any economic development projects described in
234 subsection (c) of section 3 of this act; and (3) an explanation of how
235 each economic development project described in subsection (c) of
236 section 3 of this act meets one or more of the criteria in subdivisions (1)
237 to (4) of subsection (c) of section 3 of this act with regard to one or
238 more TSB projects; (4) a statement describing how each TSB project
239 and each economic development project described in subsection (c) of
240 section 3 of this act addresses the goals and objectives of the state plan
241 of conservation and development prepared under chapter 297 of the
242 general statutes; (5) a description of the role of municipalities and
243 regional planning agencies in planning and implementing each TSB
244 project and each economic development project described in
245 subsection (c) of section 3 of this act; (6) a description of the extent to
246 which all of the TSB projects and economic development projects
247 described in subsection (c) of section 3 of this act in each TIA address
248 the transportation problems, needs or concerns of the TIA; and (7) an
249 evaluation of how each TSB project and each economic development
250 project described in subsection (c) of section 3 of this act addresses the
251 transportation problems, needs or concerns of the TIA based on

252 statistical measures which shall be developed jointly by the board and
253 the Departments of Transportation and Economic and Community
254 Development and the Office of Policy and Management.

255 (c) The report required under subsection (b) of this section shall be
256 submitted, in accordance with the provisions of section 11-4a of the
257 general statutes, not later than December 15, 2004, along with the
258 report required on the same date under subdivision (3) of subsection
259 (k) of section 13b-57g of the general statutes, as amended by this act,
260 and thereafter along with said report as required under subdivision (3)
261 of subsection (k) of section 13b-57g of the general statutes, to the joint
262 standing committees of the General Assembly having cognizance of
263 matters relating to transportation, planning and development and
264 finance, revenue and bonding. Not later than fifteen days after receipt
265 of the December fifteenth report, the joint standing committees of the
266 General Assembly having cognizance of matters relating to
267 transportation and planning and development shall review the report
268 and submit comments and recommendations to the bonding
269 subcommittee of the joint standing committee of the General Assembly
270 having cognizance of matters relating to finance, revenue and bonding.
271 Not later than thirty days after receipt of the report, the joint standing
272 committee of the General Assembly having cognizance of matters
273 relating to finance, revenue and bonding shall conduct a public
274 hearing on the report.

275 Sec. 5. (NEW) (*Effective from passage*) (a) The board shall prepare an
276 analysis, based on appropriate metrics, methodologies and standards,
277 developed by the board or by any agency or other unit of government
278 of the state, of the short-term and long-term effects of the initial
279 strategy on: (1) The present and future transportation needs of the state
280 for the movement of both people and goods; (2) economic
281 development in the state; and (3) the environment, including air
282 quality, wetlands, open space and energy consumption. Said analysis
283 shall include the projected return on investment for each TSB project.
284 The board shall submit such analysis, in accordance with section 11-4a

285 of the general statutes, to the Governor and to the joint standing
286 committees of the General Assembly having cognizance of matters
287 relating to transportation and finance, revenue and bonding along
288 with the report due on December 15, 2004, pursuant to subdivision (3)
289 of subsection (k) of section 13b-57g of the general statutes, as amended
290 by this act.

291 (b) The board shall monitor the planning and implementation of the
292 TSB projects specified in section 3 of this act, and shall report to the
293 Governor and the General Assembly in accordance with subdivision
294 (2) of subsection (k) of section 13b-57g of the general statutes, as
295 amended by this act. Any recommended update or revision to any TSB
296 project or to the strategy, including any project recommended as an
297 addition to the strategy, included in the report due on December 15,
298 2004, and each report due every two years thereafter, pursuant to
299 subdivision (3) of subsection (k) of section 13b-57g of the general
300 statutes, as amended by this act, shall be accompanied by an analysis
301 made in accordance with subsection (a) of this section.

302 Sec. 6. (NEW) (*Effective from passage*) On or before January 1, 2004,
303 the Commissioner of Transportation, in consultation with the
304 Department of Public Safety and the Department of Motor Vehicles,
305 shall establish a program to implement regularly scheduled and
306 enforced hours of operation for weigh stations. Not later than October
307 1, 2003, and annually thereafter, the commissioner shall submit a
308 report on the planned program to the joint standing committee of the
309 General Assembly having cognizance of matters relating to
310 transportation.

311 Sec. 7. (NEW) (*Effective from passage*) Not later than January 1, 2004,
312 and annually thereafter, the Commissioner of Transportation shall
313 submit a report to the board listing projects, other than TSB projects,
314 that the department determines to be of greatest importance and the
315 reasons for such determination.

316 Sec. 8. Subsection (e) of section 13b-11a of the general statutes is

317 repealed and the following is substituted in lieu thereof (*Effective from*
318 *passage*):

319 (e) On or before January first, annually, the commission shall submit
320 in writing to the commissioner, [and] the Governor and the
321 Connecticut Transportation Strategy Board, established pursuant to
322 section 13b-57e, (1) a list of public transportation projects, which, if
323 undertaken by the state, would further the policy set forth in section
324 13b-32, including projects specifically for elderly and disabled users;
325 (2) recommendations for improvements to existing public
326 transportation service and projects, incorporating transportation
327 service and projects relative to the needs of elderly and disabled
328 persons and including proposals for legislation and regulations; (3)
329 recommendations for disincentives to free parking, including urban
330 and suburban employment centers; (4) off-peak transit services; and (5)
331 the establishment of urban center loop shuttles. The commissioner
332 shall notify members of the joint standing committees of the General
333 Assembly having cognizance of matters relating to transportation and
334 finance, revenue and bonding, on or before January first, annually,
335 [and all members of the General Assembly on or before February first,
336 annually,] of the availability of the commissioner's comments and
337 analysis of priorities. A written copy or electronic storage media of
338 such comments and analysis shall be distributed to members of such
339 committee who request them. The commissioner shall meet with the
340 commission at least once during each calendar quarter.

341 Sec. 9. Section 13b-57g of the general statutes is repealed and the
342 following is substituted in lieu thereof (*Effective from passage*):

343 (a) Not later than January 15, 2002, the board shall propose to the
344 General Assembly an initial transportation strategy.

345 (b) In developing the strategy and the revisions, the board shall take
346 into account: (1) The strategic concerns associated with the movement
347 of people and goods; (2) the technological options and multimodal
348 options, including, but not limited to, transportation by rail, road, air

349 or water, available to address such concerns; (3) the relationship of
350 such concerns and options to sustainable economic growth,
351 environmental quality, urban development, open space, open space
352 preservation, access to employment by residents of the state and public
353 safety; (4) that transportation is a cornerstone of the state's economic
354 vitality and overall quality of life and therefore inextricably linked to
355 other key policies that deal with the state's future including, but not
356 limited to, land use planning, environmental quality, urban vitality
357 and access to quality jobs and services for the state's residents; (5) the
358 connectivity of the state to the northeast, continental and international
359 economies and that the mobility of people and goods within the state
360 are critical to vibrant and sustainable economic growth; (6) that the
361 benefits of leveraging existing transportation assets and infrastructure,
362 especially in urban centers, and the reduction of automobile-oriented
363 demands, are highly desirable; (7) managing demand for
364 transportation assets, including using employer and employee-based
365 initiatives as an integral part of the strategy; [(7)] (8) the integration of
366 brownfields remediation and affordable housing and access to
367 employment that should occur as a result of implementing the
368 strategy; [(8)] (9) the need to engage local planning agencies and other
369 relevant constituencies in developing the strategy; [(9)] (10) the need to
370 engage representatives of the state's major transportation assets and of
371 the transportation industry in the strategy to help ensure that the
372 strategy is multimodal and integrated; [(10)] (11) the benefits of
373 technology to expand capacity, enhance safety, provide information
374 and access funding alternatives; [(11)] (12) the need to fully explore the
375 sources and methodologies for funding investments in transportation
376 infrastructure, and for annual operating and maintenance costs and the
377 regulations applicable to the expenditure of federal and state funds;
378 [(12)] (13) that the development of appropriate metrics, methodologies
379 and standards is essential for determining customer needs, for
380 evaluating the return on transportation investments and for the
381 prioritization of specific projects and the degree of success in meeting
382 these needs; [(13)] (14) that the state needs to play a leadership role

383 with the other northeastern states and the eastern Canadian provinces
384 in developing and advocating a transportation strategy for the
385 northeast region of the continent; [(14)] (15) that the analyses and
386 decision-making related to transportation initiatives in the strategy
387 needs to be done expeditiously within the existing statutory and
388 regulatory framework and that any amendments to the general
389 statutes or to the Regulations of Connecticut State Agencies that are
390 needed to achieve such objectives should be identified; [(15)] (16) the
391 development, renovation and expansion of Bradley International
392 Airport; [(16)] (17) the state conservation and development plan,
393 established pursuant to section 16a-24; and [(17)] (18) that the role,
394 including the role of financial incentives, of private sector companies,
395 public agencies and institutions needs to be clearly defined with
396 respect to (A) encouraging and supporting employees to use public
397 transportation, (B) providing employees with appropriate alternatives
398 to the locations at which and during the times they perform their
399 work, including, but not limited to, flexible working hours and
400 telecommuting, (C) developing an effective means for delivering goods
401 within and through the state, and (D) encouraging different sectors to
402 participate with the state in specific initiatives. On and after the
403 effective date of this section, in developing the strategy and the
404 revisions pertaining to roads, the board shall establish as its priority
405 for improving transportation on public highways the use of public
406 transportation and other traffic mitigation methods not involving the
407 improvement or expansion of public highways. The board shall
408 propose improving public highway transportation by the
409 improvement or expansion of public highways only after it has
410 determined that no means of public transportation or other traffic
411 mitigation method exists that will accomplish such improvement. The
412 board shall include an explanation and documentation of such
413 determination with any proposed improvement or expansion of any
414 public highway.

415 (c) The board shall design the strategy to achieve the following
416 results:

417 (1) Public benefits that consist of (A) stimulating sustainable
418 economic growth and enhancing the quality of life for the residents of
419 the state, and (B) developing and continuously upgrading analytical
420 tools to demonstrate the link between transportation and the public
421 benefits;

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

426 (3) Connectivity in access to the regional, national and global
427 economies, that consists of (A) improving access (i) to surrounding
428 states, consisting of the Interstate 95 corridor to New York, the
429 Connecticut River Valley and Interstate 91 corridor to Springfield,
430 Massachusetts and southeastern Connecticut to Massachusetts, New
431 York and Rhode Island, and (ii) to the national and global economies;
432 and (B) expanding modal choices for passenger and freight, consisting
433 of (i) developing an airport system that stimulates growth, (ii) linking
434 the state to international rail grids, (iii) developing water-borne
435 alternatives, and (iv) assuring workable freight access to the ports of
436 New York and New Jersey and the corridor related to the North
437 American Free Trade Agreement; [and]

438 (4) Safety and security that consists of (A) adequately maintaining
439 infrastructure and equipment, and (B) enforcing safe operations and
440 use of the transportation systems by customers and operators; and

441 (5) Expanded use of public transportation and other traffic
442 mitigation methods to relieve congestion on public highways.

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

446 (1) Focusing on people who use transportation systems by (A)

447 involving such people directly in planning and through ongoing
448 market research, (B) creating a seamless interface with state, regional,
449 national and global systems, and (C) developing transportation
450 systems that operate as if they had intelligence, including, but not
451 limited to, systems that provide real-time information to their users;

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

455 (3) Being environmentally responsible by (A) improving air quality,
456 (B) leveraging existing assets to minimize impact on wetlands and
457 open space by directing development to the areas of the state that have
458 the infrastructure to support the development, and (C) reducing
459 energy consumption;

460 (4) Encouraging and enabling intermodal links and usage wherever
461 possible, and managing the transportation systems from a multimodal
462 perspective; and

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

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

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

473 (g) The board shall include in the strategy (1) a projection of the
474 required capital investments and operating costs over the next
475 succeeding ten years and the recommended sources of such funds, (2)
476 a distinction between transportation costs for operations and

477 maintenance and transportation investments which shall (A) be based
478 on the strategy and evaluated against strategic goals, (B) provide
479 additional benefits that are tangible and attainable, (C) include a range
480 of transportation uses including, but not limited to, transit, airways,
481 highways, waterways and freight, to gain public support, (D) reach as
482 many people as possible throughout the entire community in each
483 TIA, and (E) respond to widely perceived needs.

484 (h) The board shall review the TIA corridor plan prepared by each
485 TIA, as provided in section 13b-57f, and may incorporate all or parts of
486 such plans in the strategy.

487 (i) In developing and revising the strategy, the board may: (1)
488 Conduct public hearings; (2) consult and cooperate with officials and
489 representatives of the federal government, neighboring states,
490 interstate commissions and authorities, local agencies and authorities,
491 interested corporations and other organizations concerning problems
492 affecting transportation in the state; (3) request and receive from any
493 agency or other unit of the government, of the state or of any political
494 subdivision of the state, or from any public authority, such assistance
495 and data as may be necessary to enable the board to carry out the
496 board's responsibilities under this section; and (4) to the extent the
497 board may deem appropriate, make use of, and incorporate in the
498 strategy, any existing long-range transportation plan, survey or report
499 developed by any public or private agency or person.

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

502 (k) The board shall submit the following reports, in accordance with
503 section 11-4a, to the Governor and the joint standing committees of the
504 General Assembly having cognizance of matters relating to
505 transportation and finance, revenue and bonding: (1) Not later than
506 January 15, 2002, [the board shall submit] an initial strategy and
507 preliminary projections of the cost necessary to implement the strategy
508 over the first ten years, [to the Governor and the General Assembly in

509 accordance with section 11-4a. Such strategy] which shall be subject to
510 approval by the General Assembly; [. On] (2) on June 30, 2002, and
511 each December thirty-first and June thirtieth thereafter, [the board
512 shall submit] a status report on the implementation of and any needed
513 revisions to the strategy and the quarterly report provided by the
514 Department of Economic and Community Development, pursuant to
515 subsection (b) of section 32-6k; [to the joint standing committee of the
516 General Assembly having cognizance of matters relating to
517 transportation in accordance with section 11-4a. On] and (3) on
518 December 15, 2002, and every two years thereafter, [the board shall
519 update or revise the strategy, if necessary, and shall submit] an update
520 or revision of the strategy, if necessary, which shall be subject to
521 approval by the General Assembly, and a report on implementation of
522 the strategy. [to the Governor and the General Assembly, as provided
523 in section 11-4a. All such updates and revisions shall be subject to
524 approval by the General Assembly.]

525 Sec. 10. Section 16a-27 of the general statutes is repealed and the
526 following is substituted in lieu thereof (*Effective from passage*):

527 (a) The secretary, after consultation with all appropriate state,
528 regional and local agencies and other appropriate persons shall prior
529 to March 1, 2003, complete a revision of the existing plan and enlarge it
530 to include, but not be limited to, policies relating to transportation,
531 energy and air. Any revision made after May 15, 1991, shall identify
532 the major transportation proposals, including proposals for mass
533 transit, contained in the master transportation plan prepared pursuant
534 to section 13b-15. Any revision made after July 1, 1995, shall take into
535 consideration the conservation and development of greenways that
536 have been designated by municipalities and shall recommend that
537 state agencies coordinate their efforts to support the development of a
538 state-wide greenways system. The Commissioner of Environmental
539 Protection shall identify state-owned land for inclusion in the plan as
540 potential components of a state greenways system. Any revision made
541 after the effective date of this section shall take into account (1)

542 economic and community development needs and patterns of
543 commerce, and (2) linkages of affordable housing objectives and land
544 use objectives with transportation systems.

545 (b) Thereafter on or before March first in each revision year the
546 secretary shall complete a revision of the plan of conservation and
547 development.

548 Sec. 11. (NEW) (*Effective from passage*) (a) The Commissioner of
549 Transportation shall submit the TSB projects under subsection (b) of
550 section 3 of this act to the appropriate state metropolitan planning
551 organizations, as defined in 23 USC 134 and 49 USC 5303, for
552 consideration as transportation improvement projects, in accordance
553 with 23 USC 135 and 49 USC 5304, as soon as practicable after the
554 effective date of this section.

555 (b) The commissioner shall submit all updates or revisions of the
556 strategy recommended by the board and approved by the General
557 Assembly, in accordance with subdivision (3) of subsection (k) of
558 section 13b-57g of the general statutes, as amended by this act, to the
559 appropriate state metropolitan planning organizations, as defined in
560 23 USC 134 and 49 USC 5303, for consideration as transportation
561 improvement projects, in accordance with 23 USC 135 and 49 USC
562 5304, as soon as practicable following approval of such updates or
563 revisions.

564 Sec. 12. (NEW) (*Effective from passage*) (a) The Governor may enter
565 into an agreement with the state of New York that provides voting
566 representation for the state of Connecticut on the boards of the
567 Metropolitan Transportation Authority, the Metro-North Commuter
568 Railroad and their respective successors, if any.

569 (b) Not later than January 1, 2005, the Commissioner of
570 Transportation shall report to the Governor and the General Assembly
571 concerning (1) the status of the state's efforts to obtain voting
572 representation on the Metropolitan Transportation Authority, the

573 board of the Metro-North Commuter Railroad and their successors, if
574 any, (2) the status of the recommendations made in the report on the
575 Metro-North operating agreement mandated by public act 00-129, and
576 (3) any other actions with respect to the operating agreement which
577 the commissioner believes are necessary, proper and appropriate to
578 (A) improve commuter rail service on the Metro North-New Haven
579 Line, and (B) protect the financial interests of the state.

580 Sec. 13. (NEW) (*Effective from passage*) The purpose of sections 13 to
581 17, inclusive, and 20 of this act is to promote the welfare and
582 prosperity of the people of this state by enabling the state to
583 implement and fund certain transportation related projects, purposes
584 and strategies as provided in section 15 of this act, as the same may be
585 revised by the Transportation Strategy Board pursuant to this act, in
586 order to: (1) Improve personal mobility within and through this state;
587 (2) improve the movement of goods and freight within and through
588 this state; (3) integrate transportation with economic, land use,
589 environmental and quality of life issues; (4) develop policies and
590 procedures that will integrate the state economy with regional,
591 national and global economies; and (5) identify policies and sources
592 that provide an adequate and reliable flow of funding necessary for a
593 quality multimodal transportation system.

594 Sec. 14. (NEW) (*Effective from passage*) As used in this section and
595 sections 13 to 15, inclusive, and 20 of this act:

596 (1) "Annual funding amount" means, with respect to any fiscal year
597 applicable to the projects and purposes described in section 3 of this
598 act, the sum of the authorized funding amount for such fiscal year and
599 any federal revenue, grants or other transportation related financial
600 assistance which may be available to fund such projects and purposes;

601 (2) "Authorized funding amount" means, with respect to any fiscal
602 year applicable to the projects and purposes described in section 3 of
603 this act, the portion of the annual funding amount for such fiscal year
604 to be funded by cash from incremental revenues and the issuance of

605 special tax obligation bonds, which authorized funding amount is set
606 forth in section 15 of this act and shall be effective on July first of each
607 fiscal year listed in section 15 of this act; and

608 (3) "Incremental revenues" means revenues which are attributable to
609 increases in taxes or fees provided for in sections 1-1h, 14-35, 14-44i,
610 14-47, 14-48b, 14-49, 14-50, 14-66, 14-67 and 14-381 of the general
611 statutes, as amended by this act, and revenues specified in sections 113
612 and 114 of public act 03-1 of the June 30 special session to support the
613 funding of the projects and purposes described in section 3 of this act.

614 Sec. 15. (NEW) (*Effective from passage*) There is hereby authorized
615 bonds and bond anticipation notes to be issued under and in
616 accordance with the provisions of sections 13b-74 to 13b-77, inclusive,
617 of the general statutes, as amended by this act, for the purposes of
618 funding of the projects and purposes described in section 3 of this act
619 as those projects and purposes may be modified, including, but not
620 limited to, the costs of issuance and required reserves which
621 authorizations shall not exceed the following aggregate amounts:

T1	Authorized Funding	Amounts
T2		
T3	Fiscal Year	Amount
T4	2004	\$ 32,423,000
T5	2005	\$ 35,125,000
T6	2006	\$ 32,526,000
T7	2007	\$ 26,528,000
T8	2008	\$ 25,530,000
T9	2009	\$ 25,532,000
T10	2010	\$ 23,533,000
T11	2011	\$ 22,535,000
T12	2012	\$ 21,537,000
T13	2013	\$ 20,538,000
T14	Total	\$264,807,000

622 Such projects and purposes shall be funded by the use of any federal
623 revenue, grants or other transportation related financial assistance
624 which may be available, the issuance of special tax obligation bonds, as
625 more particularly described in sections 13b-74 to 13b-77, inclusive, of
626 the general statutes, as amended by this act, and, where appropriate,
627 cash from incremental revenues. Not more than one million dollars of
628 such amounts may be made available to fund the operations of the
629 Transportation Strategy Board for fiscal years ending June 30, 2004,
630 and June 30, 2005.

631 Sec. 16. (NEW) (*Effective from passage*) The Department of
632 Transportation shall establish the priority of each project and purpose,
633 including associated operating and maintenance costs, described in
634 section 3 of this act. On or before August 1, 2004, and biennially
635 thereafter, a list describing such priority, together with any supporting
636 documentation, shall be submitted to the Transportation Strategy
637 Board. Said board may, on or before November first of the year of such
638 submittal, revise, delete or add a particular project or purpose, or
639 determine the sequence and timing of projects. The Department of
640 Transportation shall revise the annual financing plan in accordance
641 with any changes recommended in such list by said board. Said board
642 shall submit its recommendations to the General Assembly not later
643 than January first next succeeding its receipt of such list. Additions
644 and deletions shall be subject to approval by the General Assembly.
645 Copies of all recommendations of said board, including, without
646 limitation, any material additions or deletions, shall be provided to the
647 joint standing committees of the General Assembly having cognizance
648 of matters relating to transportation and finance, revenue and bonding,
649 the Commissioner of Transportation, the Secretary of the Office of
650 Policy and Management and the State Treasurer. Each project or
651 purpose described in section 3 of this act may be funded through the
652 use of federal revenue, grants or other transportation related financial
653 assistance available therefor, bond financed or, where appropriate,
654 cash from incremental revenues, all in accordance with the annual
655 financing plans and the five-year financing plans described in section

656 17 of this act.

657 Sec. 17. (NEW) (*Effective from passage*) (a) On or before August first
658 of each year, the Department of Transportation, in consultation with
659 the Secretary of the Office of Policy and Management, the State
660 Treasurer and the Transportation Strategy Board, shall prepare a
661 financing plan for the annual funding and financing of the projects and
662 purposes described in section 3 of this act. Such annual financing plan
663 shall be based upon the authorized funding amount establishing the
664 maximum aggregate use of cash from the incremental revenues and
665 use of special tax obligation bond proceeds to fund some or all of such
666 projects and purposes, as well as the use of any federal revenue, grants
667 or other transportation related financial assistance which may be
668 available in such fiscal year, and shall otherwise meet all requirements
669 of state statutes and applicable trust indenture provisions, including
670 any coverage requirements, relating to such financing plan. Upon the
671 approval of such annual financing plan by the Governor, incremental
672 revenues identified in the annual financing plan for cash funding shall
673 be paid within the fiscal year of such annual financing plan into the
674 Transportation Strategy Board projects account, established under
675 section 113 of public act 03-1 of the June 30 special session, of the
676 Special Transportation Fund, created by the senior indenture for
677 special tax obligation bonds, as an expenditure of the Infrastructure
678 Improvement Fund and shall be available to fund those projects and
679 purposes identified in such annual financing plan for cash funding.
680 Upon the approval of the portion of the annual financing plan relating
681 to the use of bond proceeds to fund some or all of such projects and
682 purposes by the Treasurer and the Secretary of the Office of Policy and
683 Management, the Treasurer shall proceed to issue the requisite amount
684 of special tax obligation bonds, subject to any required approval of the
685 State Bond Commission, to fund those projects and purposes identified
686 in such annual financing plan to be funded by bond proceeds, and the
687 Commissioner of Transportation shall direct the expenditure of such
688 bond proceeds. Any such projects or purposes so financed are hereby
689 found and determined to be in furtherance of one or more of the

690 authorized purposes for the issuance of special tax obligation bonds set
691 forth in subdivision (6) of subsection (b) of section 13b-74 of the
692 general statutes, as amended by this act. Said special tax obligation
693 bonds are hereby authorized to be issued in an amount up to the
694 authorized funding amount with respect to each fiscal year for the
695 projects and purposes set forth in section 3 of this act and shall be
696 special obligations of the state and shall not be payable from nor
697 charged upon any funds other than revenues of the state pledged
698 therefor in subsection (b) of section 13b-61 of the general statutes, as
699 amended by this act, and section 13b-69 of the general statutes, or such
700 other receipts, funds or moneys as may be pledged therefor. Said
701 bonds shall not be payable from nor charged upon any funds other
702 than such pledged revenues or such other receipts, funds or moneys as
703 may be pledged therefor, nor shall the state or any political
704 subdivision thereof be subject to any liability thereon, except to the
705 extent of such pledged revenues or such other receipts, funds or
706 moneys as may be pledged therefor. Said bonds shall be issued under
707 and in accordance with the provisions of sections 13b-74 to 13b-77,
708 inclusive, and sections 13 to 17, inclusive, of this act.

709 (b) In addition to the preparation of the annual financing plans, the
710 Department of Transportation shall prepare a five-year financing plan
711 that shall project for a period of five years the incremental revenues to
712 be credited to the Transportation Strategy Board projects account,
713 established under section 113 of public act 03-1 of the June 30 special
714 session, of the Special Transportation Fund, the expenditures
715 anticipated under section 15 of this act, the anticipated use of cash
716 funding, bond proceeds and federal revenue, grants or other
717 transportation related financial assistance to fund or finance the
718 projects and purposes described in section 3 of this act. Such five-year
719 financing plan shall be updated on or before August first of each year
720 at the same time as the preparation of the annual financing plan and
721 shall be provided by the Commissioner of Transportation to the
722 Transportation Strategy Board, the State Treasurer, the Secretary of the
723 Office of Policy and Management and the joint standing committees of

724 the General Assembly having cognizance of matters relating to
725 transportation and finance, revenue and bonding.

726 Sec. 18. Section 13b-74 of the general statutes is repealed and the
727 following is substituted in lieu thereof (*Effective from passage*):

728 (a) Whenever the General Assembly has empowered the State Bond
729 Commission to authorize special tax obligation bonds of the state for
730 specific transportation projects and uses and has found that such
731 projects and uses are for any of the purposes set forth under subsection
732 (b) of this section, and whenever the State Bond Commission finds that
733 the authorization of such bonds will be in the best interests of the state,
734 the State Bond Commission shall authorize the issuance of such bonds
735 from time to time in one or more series and in principal amounts not
736 exceeding the aggregate amount authorized therefor by the General
737 Assembly.

738 (b) The purposes for which special tax obligation bonds may be
739 issued pursuant to sections 13b-74 to 13b-77, inclusive, as amended by
740 this act, are as follows:

741 (1) Planning, acquisition, removal, construction, equipping,
742 reconstruction, repair, rehabilitation and improvement of, and
743 acquisition of easements and rights-of-way with respect to, state
744 highways and bridges;

745 (2) Payment of the state's share of the costs of planning, acquisition,
746 removal, construction, equipping, reconstruction, repair, rehabilitation
747 and improvement of, and acquisition of easements and rights-of-way
748 with respect to, (A) state highways, (B) projects on the interstate
749 highway system, (C) alternate highway projects in the interstate
750 highway substitution program, commonly referred to as the interstate
751 trade-in program, (D) state bridges, (E) mass transportation and transit
752 facilities, (F) aeronautic facilities, excluding Bradley International
753 Airport, and (G) waterway projects;

754 (3) Payment of the state's share of the costs of planning, acquisition,
755 removal, construction, equipping, reconstruction, repair, rehabilitation
756 and improvement of, and acquisition of easements and rights-of-way
757 with respect to, the local bridge program established under sections
758 13a-175p to 13a-175u, inclusive, and payment of state contributions to
759 the Local Bridge Revolving Fund established under section 13a-175r;

760 (4) Planning, acquisition, removal, construction, equipping,
761 reconstruction, repair, rehabilitation and improvement of, and
762 acquisition of easements and rights-of-way with respect to, the
763 highway safety program, including the rail-highway crossing, hazard
764 elimination and other highway safety programs on the state highway
765 system; [and]

766 (5) Planning, acquisition, removal, construction, equipping,
767 reconstruction, repair, rehabilitation and improvement of, and
768 acquisition of easements and rights-of-way with respect to, the
769 maintenance garages and administrative facilities of the Department of
770 Transportation; and

771 (6) Planning, acquisition, removal, construction, equipping,
772 reconstruction, repair, rehabilitation and improvement of, and
773 acquisition of easements and rights-of-way with respect to, projects
774 and purposes included in section 3 of this act which have been
775 approved for financing with special tax obligation bonds or notes as
776 provided in the annual financing plan of such board, as described in
777 section 17 of this act, as well as related financing costs, including,
778 without limitation, costs of issuance and required reserves.

779 (c) Upon authorization of bonds by the State Bond Commission
780 pursuant to subsection (a) of this section, the principal amount of the
781 bonds authorized therein for transportation costs with respect to such
782 projects and uses shall be deemed to be an appropriation and
783 allocation of such amount for such projects or uses, respectively, and,
784 subject to approval by the Governor of allotment thereof and to any
785 authorization for such projects or uses that may otherwise be required,

786 contracts may be awarded and obligations incurred with respect to any
787 such projects or uses in amounts not in the aggregate exceeding the
788 principal amount authorized therefor, notwithstanding that such
789 contracts and obligations may at a particular time exceed the amount
790 of the proceeds from the sale of such bonds theretofore received by the
791 state.

792 Sec. 19. Subsection (j) of section 13b-76 of the general statutes is
793 repealed and the following is substituted in lieu thereof (*Effective from*
794 *passage*):

795 (j) The proceeds of bonds and bond anticipation notes issued
796 pursuant to sections 13b-74 to 13b-77, inclusive, as amended by this
797 act, may be used to pay only transportation costs, provided the
798 proceeds of bonds and bond anticipation notes whose issuance has
799 been proposed pursuant to the process set forth in section 17 of this act
800 shall be used to pay only the costs of projects described in subdivision
801 (6) of subsection (b) of section 13b-74, as amended by this act, and
802 related financing costs, including, without limitation, costs of issuance
803 and funding required reserves and provided further nothing [herein]
804 in this subsection shall limit the issuance of refunding bonds pursuant
805 to subsection (l) of this section.

806 Sec. 20. Subsection (b) of section 13b-61 of the general statutes is
807 amended by adding subdivision (16) as follows (*Effective from passage*):

808 (NEW) (16) On and after July 1, 2003, and up to and including June
809 30, 2036, all moneys received or collected by the state or any officer
810 thereof on account of, or derived from, the incremental revenues
811 generated pursuant to sections 1-1h, 14-35, 14-44i, 14-47, 14-48b, 14-49,
812 14-50, 14-66, 14-67 and 14-381, as amended by this act, and revenues
813 specified in sections 113 and 114 of public act 03-1 of the June 30
814 special session shall be deposited into the Transportation Strategy
815 Board projects account, established under section 113 of public act 03-1
816 of the June 30 special session, of the Infrastructure Improvement Fund
817 and shall be used to support the funding of the projects and purposes

818 described in section 3 of this act.

819 Sec. 21. Subsection (v) of section 14-49 of the general statutes is
820 repealed and the following is substituted in lieu thereof (*Effective*
821 *January 1, 2004*):

822 (v) There shall be charged for each motor vehicle learner's permit or
823 renewal thereof a fee of [~~six~~] eighteen dollars. There shall be charged
824 for each motorcycle learner's permit or renewal thereof a fee of [five
825 dollars and fifty cents] fifteen dollars.

826 Sec. 22. Subsections (a) and (b) of section 14-50 of the general
827 statutes, as amended by section 9 of public act 03-171, are repealed and
828 the following is substituted in lieu thereof (*Effective January 1, 2004*):

829 (a) Subject to the provisions of subsection (c) of section 14-41, there
830 shall be charged a fee of [~~thirty-five~~] forty-three dollars [and fifty
831 cents] for each renewal of a motor vehicle operator's license issued for
832 a period of four years, a fee of [~~fifty-three~~] sixty-five dollars [and
833 twenty-five cents] for each renewal of a motor vehicle operator's
834 license issued for a period of six years and an additional fee of [nine]
835 twelve dollars for each year for each passenger endorsement.

836 (b) There shall be charged for each examination of an operator of a
837 motor vehicle a fee of [~~thirty-six~~] forty dollars. There may be charged
838 for each advance appointment for an operator's license examination a
839 fee of fifteen dollars which fee shall be paid to the commissioner at
840 least six business days prior to the date of the appointment and shall
841 be applied toward the examination fee if the applicant keeps the
842 appointment. If the applicant fails to keep the appointment, the
843 appointment fee shall be forfeited, unless (1) in the judgment of the
844 commissioner, the applicant's failure to keep the appointment was due
845 to exigent circumstances, or (2) the applicant reschedules the
846 appointment.

847 Sec. 23. Subsection (a) of section 14-44i of the general statutes is

848 repealed and the following is substituted in lieu thereof (*Effective*
849 *January 1, 2004*):

850 (a) Subject to the provisions of subsection (c) of section 14-44h, there
851 shall be charged a fee of [~~seventy-five~~] ninety dollars for each renewal
852 of a commercial driver's license.

853 Sec. 24. Subsections (a) and (b) of section 14-47 of the general
854 statutes are repealed and the following is substituted in lieu thereof
855 (*Effective January 1, 2004*):

856 (a) The commissioner shall determine the gross weight of each
857 motor vehicle which is eligible for commercial registration, including
858 each tractor equipped with rubber tires and, for the purpose of
859 computing fees, gross weight shall be the weight of the vehicle in
860 pounds plus the rated load capacity in pounds as determined by the
861 commissioner, provided, in the case of a tractor restricted for use with
862 a trailer, registered as a heavy duty trailer, the fee shall be based on the
863 gross weight of the tractor which shall be the light weight of such
864 tractor; and [~~he~~] said commissioner shall collect fees for registration
865 based on such gross weight, as follows: When all surfaces in contact
866 with the ground are equipped with pneumatic tires, the fee for such
867 motor vehicle or tractor of gross weight not exceeding twenty
868 thousand pounds shall be [~~one dollar, and on and after July 1, 1992,~~]
869 ~~one dollar and [fifteen]~~ sixteen cents, for each one hundred pounds or
870 fraction thereof; from twenty thousand and one pounds up to and
871 including thirty thousand pounds, [~~one dollar and twenty-five cents,~~
872 ~~and on and after July 1, 1992,~~] ~~one dollar and [forty]~~ forty-two cents,
873 for each one hundred pounds or fraction thereof; from thirty thousand
874 and one pounds up to and including seventy-three thousand pounds,
875 ~~one dollar and [fifty cents, and on and after July 1, 1992, one dollar and~~
876 ~~seventy-five]~~ seventy-seven cents, for each one hundred pounds or
877 fraction thereof; from seventy-three thousand and one pounds and
878 over, ~~one dollar and [seventy cents, and on and after July 1, 1992, one~~
879 ~~dollar and ninety]~~ ninety-two cents, for each one hundred pounds or

880 fraction thereof. In addition to any other fee required under this
881 subsection, a fee of ten dollars shall be collected for the registration of
882 each motor vehicle subject to this subsection.

883 (b) The minimum fee for any commercial registration or registration
884 of a tractor equipped with pneumatic tires shall be [thirty-four dollars.
885 On and after July 1, 1992, the fee shall be thirty-nine] forty-four dollars.

886 Sec. 25. Subsection (a) of section 14-49 of the general statutes is
887 repealed and the following is substituted in lieu thereof (*Effective*
888 *January 1, 2004*):

889 (a) For the registration of each passenger motor vehicle, other than
890 an electric motor vehicle, the fee shall be [seventy] seventy-five dollars
891 every two years, provided any individual who is sixty-five years of age
892 or older on or after January 1, 1981, may, at his discretion, renew the
893 registration of such passenger motor vehicle owned by him for either a
894 one-year or two-year period. The fee for one year shall be [thirty-five]
895 thirty-eight dollars, and the fee for two years shall be [seventy]
896 seventy-five dollars; provided the biennial fee for any motor vehicle
897 for which special license plates have been issued under the provisions
898 of section 14-20 shall be [seventy] seventy-five dollars. The provisions
899 of this subsection relative to the biennial fee charged for the
900 registration of each antique, rare or special interest motor vehicle for
901 which special license plates have been issued under section 14-20 shall
902 not apply to an antique fire apparatus or transit bus owned by a
903 nonprofit organization and maintained primarily for use in parades,
904 exhibitions or other public events but not for purposes of general
905 transportation.

906 Sec. 26. Subsection (e) of section 14-49 of the general statutes is
907 repealed and the following is substituted in lieu thereof (*Effective*
908 *January 1, 2004*):

909 (e) (1) For the registration of a passenger motor vehicle used in part
910 for commercial purposes, the commissioner shall charge a biennial fee

911 of [~~seventy-eight~~] eighty-three dollars. (2) For the registration of a
912 school bus, the commissioner shall charge an annual fee of one
913 hundred dollars for a type I school bus and sixty dollars for a type II
914 school bus. (3) For the registration of a motor vehicle when used in
915 part for commercial purposes and as a passenger motor vehicle or of a
916 motor vehicle having a seating capacity greater than ten and not used
917 for the conveyance of passengers for hire, the commissioner shall
918 charge a biennial fee for gross weight as for commercial registration, as
919 outlined in section 14-47, plus the sum of [~~eight~~] thirteen dollars. (4) A
920 motor vehicle used in part for commercial purposes and used in part
921 for private passenger purposes and registered pursuant to this section
922 shall be issued a number plate bearing the word "combination". No
923 vehicle registered as combination may have a gross vehicle weight
924 rating in excess of ten thousand pounds.

925 Sec. 27. Section 1-1h of the general statutes is repealed and the
926 following is substituted in lieu thereof (*Effective January 1, 2005*):

927 (a) Any person who does not possess a valid motor vehicle
928 operator's license may apply to the Department of Motor Vehicles for
929 an identity card. The application for an identity card shall be
930 accompanied by the birth certificate of the applicant or a certificate of
931 identification of the applicant issued and authorized for such use by
932 the Department of Correction. Such application shall include: (1) The
933 applicant's name; (2) the applicant's address; (3) whether the address is
934 permanent or temporary; (4) the applicant's birthdate; (5) notice to the
935 applicant that false statements on such application are punishable
936 under section 53a-157b; and (6) such other pertinent information as the
937 Commissioner of Motor Vehicles deems necessary. A fee of [~~ten~~]
938 fifteen dollars shall be paid to the department upon issuance to the
939 applicant of an identity card which contains a picture of the applicant
940 and specifies the applicant's height, sex and eye color. The applicant
941 shall sign the application in the presence of an official of the
942 department. The commissioner may waive the [~~ten-dollar~~] fifteen-
943 dollar fee for any applicant who has voluntarily surrendered such

944 applicant's motor vehicle operator's license or whose license has been
945 refused by the commissioner pursuant to subdivision (4) of subsection
946 (e) of section 14-36.

947 (b) An identity card shall expire within a period not exceeding four
948 years from the date of issuance of such card. Each such card shall
949 indicate its date of expiration. Any person who holds an identity card
950 may renew such card in such manner as the commissioner shall
951 prescribe upon payment of a fee of [ten] fifteen dollars.

952 (c) A distinctive identity card shall be issued to any applicant less
953 than twenty-one years of age. The identity card shall contain a
954 statement that it is issued subject to the same verification of the
955 applicant's identity as required for the issuance of a motor vehicle
956 operator's license. The card may thereafter be exhibited to establish the
957 age and identity of the person to whom it was issued.

958 (d) The Commissioner of Motor Vehicles, in consultation with the
959 Liquor Control Commission, shall adopt regulations in accordance
960 with the provisions of chapter 54 to carry out the purposes of this
961 section and section 30-86.

962 (e) Any person who misrepresents his age or practices any other
963 deceit in the procurement of an identity card, or uses or exhibits an
964 identity card belonging to any other person, shall be fined not more
965 than fifty dollars or imprisoned not more than thirty days or both.

966 Sec. 28. Subsection (e) of section 14-67 of the general statutes is
967 repealed and the following is substituted in lieu thereof (*Effective*
968 *January 1, 2005*):

969 (e) The fee for each such license or the renewal thereof shall be
970 thirty-one dollars, payable to the commissioner. On and after [July 1,
971 1992] January 1, 2005, such fee shall be [thirty-five] two hundred fifty
972 dollars.

973 Sec. 29. Subsection (b) of section 14-35 of the general statutes is

974 repealed and the following is substituted in lieu thereof (*Effective*
975 *January 1, 2004*):

976 (b) The applicant shall, instead of registering each motor vehicle
977 owned by such applicant or temporarily in the applicant's custody,
978 have issued to such applicant by the commissioner a general
979 distinguishing number. Thereupon, each motor vehicle owned by the
980 applicant or temporarily in the applicant's custody shall be regarded as
981 registered under and having assigned to it the distinguishing number.
982 The commissioner shall charge a fee at the rate of [one hundred
983 fourteen] two hundred fifty dollars per annum for each general
984 distinguishing number.

985 Sec. 30. Subsection (b) of section 14-44i of the general statutes is
986 repealed and the following is substituted in lieu thereof (*Effective*
987 *January 1, 2004*):

988 (b) There shall be charged for each commercial driver's license
989 knowledge test a fee of sixteen dollars. There shall be charged for each
990 commercial driver's license skills test a fee of thirty dollars. There shall
991 be charged for each commercial driver's license learner's permit a fee
992 of [eight] ten dollars.

993 Sec. 31. Section 14-48b of the general statutes is repealed and the
994 following is substituted in lieu thereof (*Effective January 1, 2004*):

995 Except as provided in section 14-24, for the registration of each
996 semitrailer drawn by a truck-tractor the Commissioner of Motor
997 Vehicles shall charge a fee of [thirty-one dollars. On and after July 1,
998 1992, the fee shall be thirty-five] forty dollars. The commissioner may
999 issue for one or more years, not to exceed five years, a registration for
1000 semitrailers. The fee for such registration shall be computed at the
1001 same annual rate as that established by this section.

1002 Sec. 32. Subsection (b) of section 14-49 of the general statutes is
1003 repealed and the following is substituted in lieu thereof (*Effective*

1004 *January 1, 2004*):

1005 (b) (1) For the registration of each motorcycle, the biennial fee shall
1006 be [thirty dollars, and on and after July 1, 1992, thirty-six] forty dollars,
1007 subject to the provisions of subdivision (2) of this subsection. For the
1008 registration of each motorcycle with side car or box attached used for
1009 commercial purposes, the biennial fee shall be [fifty dollars, and on
1010 and after July 1, 1992,] fifty-six dollars. The commissioner may register
1011 a motorcycle with a side car under one registration which shall cover
1012 the use of such motorcycle with or without such side car. (2) Four
1013 dollars of the total fee with respect to the registration of each
1014 motorcycle shall, when entered upon the records of the Special
1015 Transportation Fund, be deemed to be appropriated to the Department
1016 of Transportation for purposes of continuing the program of
1017 motorcycle rider education formerly funded under the federal
1018 Highway Safety Act of 1978, 23 USC 402.

1019 Sec. 33. Subsection (c) of section 14-49 of the general statutes is
1020 repealed and the following is substituted in lieu thereof (*Effective*
1021 *January 1, 2004*):

1022 (c) For the registration of each taxicab or motor vehicle in livery
1023 service, with a seating capacity of seven or less, the commissioner shall
1024 charge an annual fee of [one hundred five] one hundred twenty-five
1025 dollars. When the seating capacity of such motor vehicle is more than
1026 seven, there shall be added to the amount herein provided the sum of
1027 four dollars for each seat so in excess.

1028 Sec. 34. Subsection (c) of section 14-66 of the general statutes is
1029 repealed and the following is substituted in lieu thereof (*Effective*
1030 *January 1, 2004*):

1031 (c) Each wrecker used for towing or transporting disabled or
1032 wrecked motor vehicles for compensation shall be registered as a
1033 wrecker by the commissioner for a fee of [ninety-two] one hundred
1034 twenty-five dollars. Each such registration shall be renewed biennially

1035 according to renewal schedules established by the commissioner so as
1036 to effect staggered renewal of all such registrations. If the adoption of a
1037 staggered system results in the expiration of any registration more or
1038 less than two years from its issuance, the commissioner may charge a
1039 prorated amount for such registration fee.

1040 Sec. 35. Section 14-381 of the general statutes is repealed and the
1041 following is substituted in lieu thereof (*Effective January 1, 2004*):

1042 Any owner required to register a snowmobile or all-terrain vehicle
1043 shall apply to the commissioner and shall file evidence of ownership
1044 by affidavit or document. Upon receipt of an application in proper
1045 form and the registration fee, the commissioner shall assign an
1046 identification number and provide the owner with a certificate of
1047 registration and registration plate. The registration plate, which shall
1048 be affixed by the owner, shall be displayed on the snowmobile or all-
1049 terrain vehicle at a place and in a manner prescribed by the
1050 commissioner. In addition to such registration plate, each snowmobile
1051 and all-terrain vehicle so registered shall display its registration
1052 number on each side of its front section, midway between the top and
1053 bottom of said front section, in letters or numbers at least three inches
1054 in height and made of a reflective material. The certificate of
1055 registration shall be carried on such snowmobile or all-terrain vehicle
1056 and shall be available for inspection whenever such snowmobile or all-
1057 terrain vehicle is being operated. The owner shall pay a fee of [twelve
1058 dollars, and on and after July 1, 1992, fourteen] twenty dollars for each
1059 snowmobile or all-terrain vehicle so registered. Each such certificate of
1060 registration shall expire biennially on the last day of March.

1061 Sec. 36. (*Effective from passage*) (a) The sum of \$10,300,000 carried
1062 forward pursuant to subsection (a) of section 42 of public act 03-1 of
1063 the June 30 special session shall be expended as follows: East Haven
1064 Road and Sidewalk Improvement Aid, \$150,000; Fairfield County
1065 Interregional Services, \$900,000; New Haven Line Commuter
1066 Connection, \$320,000; Danbury Area Feeder Bus Service - Harlem Line,

1067 \$200,000; Expanded Hartford Area Express Bus Service, \$750,000;
1068 Shoreline East Service through New Haven - Bridgeport - Stamford,
1069 \$1,700,000; Continuation of State Operating Subsidy for Tweed-New
1070 Haven Airport, \$600,000; Transportation Strategy Board projects
1071 account, \$3,700,000.

1072 (b) The funds for the State Operating Subsidy for Tweed-New
1073 Haven Airport in subsection (a) of this section shall be made available
1074 only if the city of New Haven continues its current level of operating
1075 subsidy.

1076 Sec. 37. (*Effective from passage*) (a) Notwithstanding any provision of
1077 the general statutes, the Commissioner of Transportation shall convey
1078 to the town of Bethel a parcel of land located on Depot Place and
1079 Greenwood Avenue in the town of Bethel, at a cost equal to the
1080 administrative costs of making such conveyance. Said parcel of land
1081 has an area of approximately .542 acres and is situated within the
1082 railroad right-of-way, on the northeasterly side of the Danbury Branch
1083 Rail Line, with appurtenances thereon known as the former Bethel
1084 Train Station, as shown on the sketch entitled "Town of Bethel Sketch
1085 showing land and building leased to the town of Bethel by the State of
1086 Connecticut, Valuation Map 58-70-4, Scale 1" = 100', September 1996,
1087 Bureau of Public Transportation-Office of Rail", Town No. 09, Project
1088 No. 7001-MISC., Serial No. 135, Sheet 1 of 1. The conveyance shall be
1089 subject to the approval of the State Properties Review Board.

1090 (b) The town of Bethel shall use said parcel of land for the municipal
1091 use, maintenance or improvement of the appurtenances thereon. If the
1092 town of Bethel:

- 1093 (1) Does not use said parcel for said purposes;
- 1094 (2) Does not retain ownership of all of said parcel; or
- 1095 (3) Leases all or any portion of said parcel,

1096 the parcel shall revert to the state of Connecticut.

1097 (c) The State Properties Review Board shall complete its review of
 1098 the conveyance of said parcel of land not later than thirty days after it
 1099 receives a proposed agreement from the Department of
 1100 Transportation. The land shall remain under the care and control of
 1101 said department until a conveyance is made in accordance with the
 1102 provisions of this section. The State Treasurer shall execute and deliver
 1103 any deed or instrument necessary for a conveyance under this section,
 1104 which deed or instrument shall include provisions to carry out the
 1105 purposes of subsection (b) of this section. The Commissioner of
 1106 Transportation shall have the sole responsibility for all other incidents
 1107 of such conveyance.

This act shall take effect as follows:	
Section 1	<i>from passage</i>
Sec. 2	<i>from passage</i>
Sec. 3	<i>from passage</i>
Sec. 4	<i>from passage</i>
Sec. 5	<i>from passage</i>
Sec. 6	<i>from passage</i>
Sec. 7	<i>from passage</i>
Sec. 8	<i>from passage</i>
Sec. 9	<i>from passage</i>
Sec. 10	<i>from passage</i>
Sec. 11	<i>from passage</i>
Sec. 12	<i>from passage</i>
Sec. 13	<i>from passage</i>
Sec. 14	<i>from passage</i>
Sec. 15	<i>from passage</i>
Sec. 16	<i>from passage</i>
Sec. 17	<i>from passage</i>
Sec. 18	<i>from passage</i>
Sec. 19	<i>from passage</i>
Sec. 20	<i>from passage</i>
Sec. 21	<i>January 1, 2004</i>
Sec. 22	<i>January 1, 2004</i>
Sec. 23	<i>January 1, 2004</i>
Sec. 24	<i>January 1, 2004</i>

Sec. 25	<i>January 1, 2004</i>
Sec. 26	<i>January 1, 2004</i>
Sec. 27	<i>January 1, 2005</i>
Sec. 28	<i>January 1, 2005</i>
Sec. 29	<i>January 1, 2004</i>
Sec. 30	<i>January 1, 2004</i>
Sec. 31	<i>January 1, 2004</i>
Sec. 32	<i>January 1, 2004</i>
Sec. 33	<i>January 1, 2004</i>
Sec. 34	<i>January 1, 2004</i>
Sec. 35	<i>January 1, 2004</i>
Sec. 36	<i>from passage</i>
Sec. 37	<i>from passage</i>