



# Senate

General Assembly

**File No. 235**

January Session, 2007

Substitute Senate Bill No. 1401

*Senate, April 2, 2007*

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

## **AN ACT CONCERNING THE FUTURE OF CONNECTICUT'S TRANSPORTATION.**

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

1 Section 1. Section 13b-79p of the general statutes is repealed and the  
2 following is substituted in lieu thereof (*Effective July 1, 2007*):

3 (a) The Commissioner of Transportation shall implement the  
4 following strategic transportation projects and initiatives:

5 (1) Restoring commuter rail service on the New Haven-Hartford-  
6 Springfield line, including providing shuttle bus service between the  
7 rail line and Bradley International Airport;

8 (2) Implementing the New Britain-Hartford busway, subject to the  
9 availability of federal funds;

10 (3) Rehabilitating rail passenger coaches for use on Shore Line East,  
11 the New Haven-Hartford-Springfield line and the branch lines;

12 (4) Developing a new commuter rail station between New Haven  
13 and Milford;

14 (5) Meeting the costs of capital improvements on the branch lines,  
15 not to exceed forty-five million dollars;

16 (6) Meeting the capital costs of parking and rail station  
17 improvements on the New Haven Line, Shore Line East and the  
18 branch lines, not to exceed sixty million dollars;

19 (7) Funding the local share of the Southeast Area Transit federal  
20 pilot project;

21 (8) Completing the Norwich Intermodal Transit Hub Roadway  
22 improvements;

23 (9) Conducting environmental planning and assessment for the  
24 expansion of Interstate 95 between Branford and the Rhode Island  
25 border;

26 (10) Completing preliminary design and engineering for Interstate  
27 84 widening between Waterbury and Danbury;

28 (11) Funding the Commercial Vehicle Information System Network;

29 (12) Purchasing not less than twenty-four electric rail cars for use on  
30 the Shore Line East commuter rail services;

31 (13) Improving bike access to and storage facilities at transportation  
32 centers;

33 [(12)] (14) Funding the capital costs of the greater Hartford highway  
34 infrastructure improvements in support of economic development;  
35 [and]

36 [(13)] (15) Completing a rail link to the port of New Haven;

37 (16) Specifying, funding and purchasing new rolling stock for use  
38 on the New Haven-Hartford-Springfield line;

- 39     (17) Funding the Waterbury Intermodal Transportation Center;
- 40     (18) Constructing a bus maintenance and storage facility for the  
41 Windham and Torrington Regional Transit Districts;
- 42     (19) Implementing the safety improvements described in phases I  
43 and II of the Tweed Master Plan within the planned three to five-year  
44 period;
- 45     (20) Developing and funding a comprehensive analysis of the  
46 potential for enhanced rail freight service to and through Connecticut,  
47 including, but not limited to (A) the market for enhanced rail services;  
48 (B) the impact of enhanced rail freight service on traffic and  
49 congestion; (C) obstacles to enhanced rail freight service and ways to  
50 address them; and (D) the impact of enhanced rail freight service on  
51 commuter rail service, including scheduling and track availability,  
52 safety and physical infrastructure;
- 53     (21) Funding a comprehensive study of electronic tolls and  
54 congestion pricing as a method of managing transportation demand  
55 and raising revenue;
- 56     (22) Funding a comprehensive study that will inventory and  
57 prioritize state-wide dredging needs and develop an estimate of the  
58 nonfederal funding required for each such project;
- 59     (23) Designating three pre-approved transit oriented development  
60 sites and provide funding, expertise and resources to ensure successful  
61 development of such sites;
- 62     (24) Funding the phase I and II capital improvements on Shore Line  
63 East, as recommended in the Department of Transportation's report  
64 "Expanding Rail Service on Shore Line East" to expand service, create  
65 weekend service and extend service to New London; and
- 66     (25) Funding a comprehensive study of a transportation center in  
67 New London.

68 (b) The commissioner shall evaluate and plan the implementation of  
69 the following projects:

70 (1) Improving Routes 2 and 2A in the towns of Preston, North  
71 Stonington and Montville;

72 (2) Upgrading the Pequot Bridge in Montville;

73 (3) Evaluating rail links to other ports;

74 (4) Supporting and encouraging the dredging of the state's  
75 commercial ports;

76 (5) Developing a second rail passenger station between New Haven  
77 and Milford; and

78 (6) Expanding Route 9.

79 (c) The commissioner shall, in consultation with the board,  
80 recommend the implementation of additional transportation  
81 improvement projects. Upon the approval of the Governor and  
82 allocation by the State Bond Commission, the proceeds of bonds issued  
83 pursuant to section 13b-79q may be used to support such projects.

84 [(d) The commissioner shall identify obstacles to improved rail  
85 service on Shore Line East, including, but not limited to, increased  
86 frequency of service, reverse commute service and weekend service.  
87 The commissioner shall report his findings and recommendations to  
88 the General Assembly not later than January 1, 2007.]

89 [(e)] (d) The commissioner shall ensure that the state's  
90 transportation plans, including, but not limited to, the master  
91 transportation plan, are consistent with the strategy adopted pursuant  
92 to section 13b-57g.

93 [(f)] (e) The rail station and parking initiative identified in  
94 subsection (a) of this section shall include at least four Shore Line East  
95 stations east of New Haven.

96 [(g)] (f) The commissioner is authorized to enter into grant and cost-  
97 sharing agreements with local governments, transit districts, regional  
98 planning agencies and councils of governments in connection with the  
99 implementation of projects funded pursuant to subsections (a) and (c)  
100 of this section.

101 [(h) If, within two years of July 1, 2006,] (g) Not later than June 6,  
102 2008, if the Department of Transportation is unable to implement the  
103 intermodal connection between port and rail facilities at the port of  
104 New Haven pursuant to subdivision [(13)] (15) of subsection (a) of this  
105 section, the commissioner shall submit a report, pursuant to section 11-  
106 4a, to the joint standing committees of the General Assembly having  
107 cognizance of matters relating to transportation and finance, revenue  
108 and bonding. Such report shall describe (1) the reasons the connection  
109 cannot be completed, and (2) alternative ways to facilitate intermodal  
110 shipping at the port.

111 Sec. 2. Subsection (a) of section 13b-78m of the general statutes is  
112 repealed and the following is substituted in lieu thereof (*Effective July*  
113 *1, 2007*):

114 (a) On and after January 1, 2008, and terminating on June 30, 2015, a  
115 surcharge [of one dollar per trip] on the New Haven Line is imposed  
116 on each ticket for travel, either originating or terminating in the state.  
117 The Commissioner of Transportation shall, by regulations adopted in  
118 accordance with chapter 54, determine the method by which the  
119 surcharge shall be applied to weekly and monthly commutation  
120 tickets.

121 Sec. 3. Subsection (b) of section 13b-79q of the general statutes is  
122 repealed and the following is substituted in lieu thereof (*Effective July*  
123 *1, 2007*):

124 (b) The proceeds of the sale of the bonds to the extent hereinafter  
125 stated shall be used for the purpose of payment of the transportation  
126 costs, as defined in subdivision (6) of section 13b-75, with respect to (1)  
127 strategic transportation projects identified in subsection (a) of section

128 13b-79p, as amended by this act; (2) transportation improvement  
129 projects approved pursuant to subsection (b) of section 13b-79p, as  
130 amended by this act; and sections 19, 24 and 25 of public act 06-136\*;  
131 and (3) project planning pursuant to sections 19, 24 and 25 of public act  
132 06-136\*, which projects and uses are hereby found and determined to  
133 be in furtherance of one or more of the authorized purposes for the  
134 issuance of special tax obligation bonds set forth in section 13b-74.

135 Sec. 4. (NEW) (*Effective July 1, 2007*) (a) The State Bond Commission  
136 shall have power, in accordance with the provisions of sections 4 to 8,  
137 inclusive, of this act, to authorize the issuance of special tax obligation  
138 bonds of the state in one or more series and in principal amounts in the  
139 aggregate, not exceeding forty million dollars.

140 (b) The proceeds of the sale of said bonds, to the extent hereinafter  
141 stated, shall be used for the purpose of payment of transportation  
142 costs, as defined in subdivision (6) of section 13b-75 of the general  
143 statutes, with respect to the projects and uses hereinafter described.  
144 Said projects and uses are hereby found and determined to be in  
145 furtherance of one or more of the authorized purposes for the issuance  
146 of special tax obligation bonds set forth in section 13b-74 of the general  
147 statutes, for the Department of Transportation for the Bureau of Public  
148 Transportation:

149 (1) Parking garage at the Stamford Transportation Center, including  
150 rights-of-way, alternative temporary parking, other property  
151 acquisition and related projects, not exceeding thirty-five million  
152 dollars; and

153 (2) Capital improvements to rail stations on the New Haven Line,  
154 the branch lines and Shore Line East, not exceeding five million  
155 dollars.

156 (3) Capital funds for the acquisition of new clean diesel buses for  
157 use by transit districts to increase frequency and reach of our transit  
158 system.

159       Sec. 5. (NEW) (*Effective July 1, 2007*) None of the bonds issued  
160 pursuant to sections 4 to 8, inclusive, of this act, shall be authorized  
161 except upon a finding by the State Bond Commission that there has  
162 been filed with it (1) a request for such authorization, which is signed  
163 by the Secretary of the Office of Policy and Management or by or on  
164 behalf of such state officer, department or agency and stating such  
165 terms and conditions as said commission, in its discretion, may  
166 require, and (2) any capital development impact statement and any  
167 human services facility location statement required to be filed with the  
168 Secretary of the Office of Policy and Management pursuant to section  
169 4b-23 of the general statutes, any advisory report regarding the state  
170 conservation and development policies plan required pursuant to  
171 section 16a-31 of the general statutes, and any statement regarding  
172 farmland required pursuant to subsection (g) of section 3-20 of the  
173 general statutes and section 22-6 of the general statutes, provided the  
174 State Bond Commission may authorize the bonds without a finding  
175 that the reports and statements required by this section have been filed  
176 with it if the commission authorizes the secretary of the commission to  
177 accept the reports and statements on its behalf. No funds derived from  
178 the sale of bonds authorized by the commission without a finding that  
179 the reports and statements required by this section have been filed  
180 with it shall be allotted by the Governor for any project until the  
181 reports and statements required by this section, with respect to the  
182 project, have been filed with the secretary of the commission.

183       Sec. 6. (NEW) (*Effective July 1, 2007*) For the purposes of sections 4 to  
184 8, inclusive, of this act, each request filed as provided in section 5 of  
185 this act for an authorization of bonds shall identify the project for  
186 which the proceeds of the sale of the bonds are to be used and  
187 expended and, in addition to any terms and conditions required  
188 pursuant to section 5 of this act, include the recommendation of the  
189 person signing the request as to the extent to which federal, private or  
190 other money then available or thereafter to be made available for costs  
191 in connection with any such project should be added to the state  
192 money available or becoming available from the proceeds of bonds  
193 and temporary notes issued in anticipation of the receipt of the

194 proceeds of bonds. If the request includes a recommendation that some  
195 amount of the federal, private or other money should be added to the  
196 state money, then, if and to the extent directed by the State Bond  
197 Commission at the time of authorization of the bonds, the amount of  
198 the federal, private or other money then available or thereafter to be  
199 made available for costs in connection with the project shall be added  
200 to the state money.

201       Sec. 7. (NEW) (*Effective July 1, 2007*) Any balance of proceeds of the  
202 sale of the bonds authorized for the projects or purposes of section 4 of  
203 this act in excess of the aggregate costs of all the projects so authorized  
204 shall be used in the manner set forth in sections 13b-74 to 13b-77,  
205 inclusive, of the general statutes, and in the proceedings of the State  
206 Bond Commission respecting the issuance and sale of the bonds.

207       Sec. 8. (NEW) (*Effective July 1, 2007*) The bonds issued pursuant to  
208 sections 4 to 8, inclusive, of this act, shall be special obligations of the  
209 state and shall neither be payable from nor charged upon any funds  
210 other than revenues of the state pledged therefor in subsection (b) of  
211 section 13b-61 of the general statutes, and section 13b-69 of the general  
212 statutes, or such other receipts, funds or moneys as may be pledged  
213 therefor. The bonds shall neither be payable from nor charged upon  
214 any funds other than the pledged revenues or such other receipts,  
215 funds or money as may be pledged therefor. The state or any political  
216 subdivision of the state shall not be subject to any liability thereon,  
217 except to the extent of the pledged revenues or such other receipts,  
218 funds or money as may be pledged therefor. The bonds shall be issued  
219 under and in accordance with the provisions of sections 13b-74 to 13b-  
220 77, inclusive, of the general statutes.

221       Sec. 9. Subsection (j) of section 13b-57g of the general statutes is  
222 repealed and the following is substituted in lieu thereof (*Effective*  
223 *October 1, 2007*):

224       (j) Not later than January 1, 2007, and biennially thereafter, the  
225 board shall review and, if necessary, revise the strategy adopted  
226 pursuant to subsection (a) of this section. A report describing any

227 revisions and the reasons for them shall be submitted to the Governor  
228 and, pursuant to section 11-4a, the General Assembly. Such report  
229 shall include a prioritized list of projects which the board, in  
230 consultation with the commissioner, determines are necessary to  
231 implement the recommended strategy, including the estimated capital  
232 and operating costs and time frame of such projects. Not later than  
233 January 31, 2007, and biennially thereafter, the joint standing  
234 committees of the General Assembly having cognizance of matters  
235 relating to transportation, finance, revenue and bonding and planning  
236 and development shall meet with the Commissioners of  
237 Transportation and Economic and Community Development, the  
238 Secretary of the Office of Policy and Management, the chairperson of  
239 the Transportation Strategy Board and such other persons as they  
240 deem appropriate to consider the report required by this subsection.

241 Sec. 10. (NEW) (*Effective from passage*) (a) As used in this section,  
242 "long lead time item" means transportation equipment or rolling stock  
243 which (1) has a capital cost of more than one million dollars; and (2)  
244 will not be delivered until at least two years after the adoption of the  
245 resolution required by subsection (b) of this section.

246 (b) The Commissioner of Transportation may, with the approval of  
247 the Governor and the State Bond Commission, enter into contracts for  
248 long lead time items prior to the allocation of any or all bond funds for  
249 such purpose, provided sufficient funds have been authorized and will  
250 be available for use at the time when payment is contractually  
251 required. The State Bond Commission resolution of approval shall  
252 specify the item or items to be purchased, the time or times when  
253 payment will be due and payable, and the source of funds for such  
254 purpose. No funds so identified shall be used for any other purpose.

255 Sec. 11. Section 13b-79x of the general statutes is repealed and the  
256 following is substituted in lieu thereof (*Effective October 1, 2007*):

257 Not later than the day on which the Governor's proposed biennial  
258 budget is required to be submitted to the General Assembly pursuant  
259 to section 4-71, the Governor shall recommend to the General

260 Assembly (1) any projects which the Governor believes are necessary  
 261 to implement the [recommended] transportation strategy adopted  
 262 pursuant to section 13b-57g; and (2) a financing plan for such projects.

263 Sec. 12. (*Effective July 1, 2007*) During the fiscal years ending June 30,  
 264 2008, and June 30, 2009, the Commissioner of Transportation is  
 265 authorized, subject to the availability of funds, to make a grant-in-aid  
 266 of up to three million dollars per year in support of the Southeastern  
 267 Connecticut Tourist Transit System, provided that such grant is  
 268 matched by equal funding from nonstate sources.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2007</i>	13b-79p
Sec. 2	<i>July 1, 2007</i>	13b-78m(a)
Sec. 3	<i>July 1, 2007</i>	13b-79q(b)
Sec. 4	<i>July 1, 2007</i>	New section
Sec. 5	<i>July 1, 2007</i>	New section
Sec. 6	<i>July 1, 2007</i>	New section
Sec. 7	<i>July 1, 2007</i>	New section
Sec. 8	<i>July 1, 2007</i>	New section
Sec. 9	<i>October 1, 2007</i>	13b-57g(j)
Sec. 10	<i>from passage</i>	New section
Sec. 11	<i>October 1, 2007</i>	13b-79x
Sec. 12	<i>July 1, 2007</i>	New section

**TRA**      *Joint Favorable Subst.*

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

### **OFA Fiscal Note**

#### **State Impact:**

Agency Affected	Fund-Effect	FY 08 \$	FY 09 \$
Treasurer, Debt Serv.	TF - Cost	See Below	See Below
Department of Transportation	TF - Cost	3,000,000	3,000,000

Note: TF=Transportation Fund

**Municipal Impact:** None

#### **Explanation**

Section 1: PA 06-136 authorizes the issuance of \$1 billion in STO bonds for a variety of strategic transportation projects and initiatives. Section 1 adds a number of projects to this list but does not provide additional Special Tax Obligation (STO) bond funding. The section has no immediate fiscal impact to the Special Transportation Fund (STF) because it does not authorize additional STO bonds. However, to the degree it causes bond funds to be expended more rapidly than they otherwise would have been, there will be an increase in STF debt service costs in future years. The unallocated bond balance for strategic transportation projects is \$931.4 million as of 3/31/07.

Section 2: PA 05-4 (JSS) imposes a \$1 per trip surcharge on passenger tickets for the New Haven Line railway between 1/1/08 and 6/30/15. Section 2 removes the language specifying that the amount of the surcharge is \$1 but it does not eliminate the surcharge. The fiscal impact of this provision is unclear.

Sections 4-8 authorize the issuance of \$40 million in STO bonds to fund the three projects described in Section 4. The STF debt service cost to bond this amount over 20 years at a 5.5% interest rate is \$66.9 million.

Section 12 appropriates \$3 million in each of FY 08 and FY 09 (a total

of \$6 million) for the Southeastern Connecticut Tourist Transit System provided these funds are matched by funds from a non-state source. The Governor's budget bill (HB 7077) includes funding for this purpose.

Sections 3, 9, 10 and 11 make various changes that have no fiscal impact.

### ***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

**OLR Bill Analysis****sSB 1401*****AN ACT CONCERNING THE FUTURE OF CONNECTICUT'S  
TRANSPORTATION.*****SUMMARY:**

This bill:

1. adds several programs and initiatives to the list of strategic transportation projects already authorized for funding;
2. authorizes up to \$40 million in Special Tax Obligation (STO) bonds for use on the parking garage at the Stamford Transportation center, rail station improvements on the New Haven Line branch lines and the Shore Line East commuter service, and acquisition of new clean diesel buses for transit districts;
3. maintains the statutorily required ticket surcharge mandated to help pay for new commuter rail cars, but removes the \$1 per trip specification for how the surcharge is to be applied;
4. appropriates \$3 million in both FY 08 and FY 09 for a grant-in-aid to support the Southeastern Connecticut Tourist Transit System provided the grant is equally matched from non-state sources;
5. authorizes the transportation commissioner to enter into contracts for long-lead-time transportation equipment acquisitions if certain conditions are met;
6. makes permanent on a biennial basis the requirement that the Transportation Strategy Board chairman and specified state agency officials meet with the Transportation; Planning and

Development; and Finance, Revenue and Bonding committees to consider the TSB's biennial transportation strategy update; and

7. makes several minor changes.

EFFECTIVE DATE: July 1, 2007, except authorization for long lead time transportation equipment contracts is effective upon passage and the provisions on the biennial submission of the transportation strategy and subsequent meeting with legislative committees is effective on October 1, 2007.

### **STRATEGIC TRANSPORTATION PROJECT LIST ADDITIONS**

Currently, certain specific transportation projects and initiatives are specified by law as strategic transportation projects and identified for available funding. This bill adds several more projects and initiatives to the list of strategic projects authorized for funding. They include:

1. purchasing at least 24 electric rail cars for use on the Shore Line East commuter rail service;
2. improving bike access to and storage facilities at transportation centers;
3. specifying, funding, and purchasing new rail equipment for use on the proposed New Haven-Hartford-Springfield rail service;
4. funding the Waterbury Intermodal Transportation Center;
5. constructing a bus maintenance and storage facility for the Windham and Torrington regional transit districts;
6. implementing the safety improvements described in phases I and II of the Tweed New Haven Airport master plan within the currently planned three to five years;
7. developing and funding a comprehensive analysis of the potential for enhanced rail freight service to and through Connecticut including, at least, the market for such service, the

impact of such service on traffic and congestion, obstacles to implementation and ways to address them, and the impact of such services might have on scheduling, track availability, safety and infrastructure as it relates to commuter rail service;

8. funding a comprehensive study of electronic tolls and congestion pricing as a method of managing transportation demand and raising revenue;
9. funding a comprehensive study to inventory and rank state dredging needs and develop an estimate of the non-federal funding required for these dredging projects;
10. designating three pre-approved transit oriented development sites and providing funding, expertise, and resources to ensure their successful development;
11. funding the phase I and II capital improvements for the Shore Line East rail service identified in the Department of Transportation's (DOT) recent report to the legislature on expanding the service; and
12. funding a comprehensive study of a transportation center in New London.

In addition, the bill eliminates the requirement that DOT conduct the study that identified obstacles to improving service on shore Line East to reflect the fact that the study was completed and submitted on January 1, 2007 as required. It also gives DOT until June 6, 2008, rather than July 1, 2006, to report to the Transportation and Finance, Revenue and Bonding committees should it be unable to implement the intermodal connection between the port and rail facilities in New Haven the law currently requires.

#### **BOND AUTHORIZATION**

The bill authorizes up to \$40 million in STO bonds for (1) the parking garage at the Stamford Transportation Center, including right-

of-way, alternative temporary parking, and related projects; (2) capital improvements to rail stations on the Shore Line East rail service and the New Canaan, Danbury, and Waterbury branch lines of the New Haven Line rail service; and (3) acquiring new clean diesel buses for use by transit districts to increase services. It authorizes up to \$35 million of the authorization to be spent on the parking garage and up to \$5 million for the rail station improvements. Since the entire bond authorization is \$40 million, it is possible that all of it could be used for these two initiatives and none would be used for the bus acquisitions.

**TICKET SURCHARGE FOR RAIL CAR ACQUISITIONS**

Currently, the law requires that, beginning January 1, 2008 and ending June 30, 2015, the transportation commissioner impose a \$1 per trip surcharge on New Haven Line trips either originating or terminating in Connecticut. The money raised by the surcharge must be used to pay some of the costs associated with the new rail cars being purchased for use on the New Haven Line. Although the bill maintains the surcharge, it eliminates the \$1 per trip mandate, thereby allowing the surcharge to be imposed by any method.

**LONG LEAD TIME TRANSPORTATION EQUIPMENT ACQUISITIONS**

The bill authorizes the transportation commissioner, with the approval of the governor and the State Bond Commission, to enter into contracts for long-lead-time transportation equipment items before any of the bond funds for these acquisitions have been allocated, provided sufficient funds have been authorized and will be available for use by the time payment is contractually required. The bond commission must adopt a resolution of approval that specifies the items being purchased, the time when payment is due, and the source of the funds. Funds identified in the resolution may not be used for any other purpose.

The bill defines a long-lead-time item of transportation equipment as one that (1) has a capital cost exceeding \$1 million and (2) will not be delivered until at least two years after the bond commission adopts

the approval resolution.

## **BIENNIAL TRANSPORTATION STRATEGY MEETING**

By law, the Transportation Strategy Board must review and submit a revised state transportation strategy every two years by January 1. The report must be made to the governor and legislature. Currently, the chairman of the board, the transportation and economic and community development commissioners, the secretary of the Office of Policy and Management, and any others deemed appropriate had to meet with the Transportation; Planning and Development; and Finance, Revenue and Bonding committees by January 31, 2007 to consider its report on the strategy. The bill makes this a permanent requirement to occur by January 31, 2009 and biennially thereafter.

## **BACKGROUND**

### ***Tweed New Haven Airport Improvements***

The Tweed New Haven Airport master plan, adopted by the Tweed New Haven Airport Authority in February 2002, identifies a four-phase development program. Phase I consists of a set of runway safety area improvements that were part of the previous 1982 master plan but not implemented. The improvements include creating a 500-foot by 1,000-foot reinforced turf runway safety areas at both ends of the main runway; implementing a wetlands mitigation program; relocating Dodge Avenue, Turtle Creek, and Morris Brook; and extending a current taxiway to the threshold of runway 2.

The phase II plan involves a series of operational improvements to the airport as it will exist following phase I. The phase II improvements involve (1) obtaining easements and clearing trees and other possible obstructions affecting runway approaches; (2) upgrading the approach lighting system and, in conjunction with the obstruction removal, lowering instrument landing system minimums for runway 2; (3) eliminating the displaced threshold on runway 20 that occurs because of obstructions leading up to the runway; and (4) establishing a new straight-in precision approach procedure for runway 20.

**Shore Line East Service Improvements**

The report submitted by the DOT on improvements to the shore Line East service identified three recommended phases for improvements. Phase I calls for initiation of weekend service (eight round trips per day) and one mid-day round trip and one late evening off-peak outbound train per day between New Haven and Old Saybrook. This would be done using existing equipment. Phase II proposes expanding all of the current and expanded phase I service east to New London. This will require purchase of one additional locomotive and four rail cars. The phase III expansion identified in the report proposes full bi-directional service on weekdays. This involves acquisition of additional rail equipment and other capital improvements.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 34 Nay 0 (03/14/2007)