



House of Representatives

General Assembly

File No. 396

January Session, 2011

Substitute House Bill No. 6394

House of Representatives, April 6, 2011

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING FARE INCREASES ON THE NEW HAVEN LINE, FEE INCREASES FOR THE REGISTRATION OF MOTOR VEHICLES AND THE ELIMINATION OF THE TRANSPORTATION STRATEGY BOARD.

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

1 Section 1. Section 13b-78m of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective July 1, 2011*):

3 (a) (1) Effective January 1, [2010] 2012, each New Haven Line rail
4 fare originating or terminating in the state shall be increased by one
5 and one-quarter per cent over the existing fare on all rail fares on the
6 New Haven Line. [and the proceeds of such increase shall be deposited
7 in the account established by subsection (b) of this section.]

8 (2) Effective January 1, [2011] 2013, each New Haven Line rail fare
9 originating or terminating in the state shall be increased by one per
10 cent over the existing fare. [and the proceeds of such increase shall be
11 deposited in the account established by subsection (b) of this section.]

12 (3) Effective January 1, [2012] 2014, each New Haven Line rail fare

13 originating or terminating in the state shall be increased by one per
14 cent over the existing fare, [and the proceeds of such increase shall be
15 deposited in the account established by subsection (b) of this section.]

16 (4) Effective January 1, [2013] 2015, each New Haven Line rail fare
17 originating or terminating in the state shall be increased by one per
18 cent over the existing fare, [and the proceeds of such increase shall be
19 deposited in the account established by subsection (b) of this section.]

20 (5) Effective January 1, [2014] 2016, each New Haven Line rail fare
21 originating or terminating in the state shall be increased by one per
22 cent over the existing fare, [and the proceeds of such increase shall be
23 deposited in the account established by subsection (b) of this section.]

24 (6) Effective January 1, [2015] 2017, each New Haven Line rail fare
25 originating or terminating in the state shall be increased by one per
26 cent over the existing fare, [and the proceeds of such increase shall be
27 deposited in the account established by subsection (b) of this section.]

28 (7) Effective January 1, [2016] 2018, each New Haven Line rail fare
29 originating or terminating in the state shall be increased by one per
30 cent over the existing fare, [and the proceeds of such increase shall be
31 deposited in the account established by subsection (b) of this section.]

32 [(b) There is hereby created a restricted capital project account to be
33 known as the New Haven Line revitalization account which shall be a
34 nonlapsing account within the Special Transportation Fund. The
35 following funds shall be deposited into the account: (1) The proceeds
36 of the fare increases required by subsection (a) of this section, and (2)
37 any other funds required by law to be deposited in the account. Funds
38 in the account shall be used solely for capital costs and debt service
39 incurred as part of the New Haven Line revitalization program
40 undertaken pursuant to public act 05-4 of the June special session,
41 except that such funds may be used for the purchase of rail cars for the
42 New Haven Line in addition to those specified in subdivision (1) of
43 section 13b-78l.

44 (c) The Secretary of the Office of Policy and Management shall, in
45 consultation with the Commissioner of Transportation, annually
46 prepare a budget detailing how funds in the New Haven Line
47 revitalization account shall be spent during the next fiscal year. On the
48 approval of such budget by the Governor, the Commissioner of
49 Transportation may expend funds from such account for the purposes
50 stated therein.]

51 [(d)] (b) The Commissioner of Transportation shall determine the
52 method by which the increase shall be applied to daily, multiple-ride,
53 weekly and monthly commutation tickets.

54 Sec. 2. Section 13b-57f of the general statutes is repealed and the
55 following is substituted in lieu thereof (*Effective July 1, 2011*):

56 (a) There are created the following transportation investment areas:
57 The coastal corridor TIA, I-84 corridor TIA, I-91 corridor TIA, I-395
58 corridor TIA and the southeast corridor TIA.

59 (b) The local planning agencies in each TIA shall select the
60 participants in the TIA, including, but not limited to, businesses, labor
61 unions, trade associations, environmental interest groups and other
62 interest groups whose participation the local planning agency believes
63 would be valuable to the TIA in the development of a transportation
64 plan for the TIA.

65 (c) The local planning agencies in each TIA shall determine the
66 processes used by such TIA in carrying out its responsibilities under
67 [sections] section 13b-57d, as amended by this act, [to 13b-57g,
68 inclusive] and this section. For the purposes of carrying out such
69 responsibilities, each TIA shall report to the chief executive officers of
70 such local planning agencies. [Upon request of the local planning
71 agencies, the board shall assist such agencies.]

72 [(d) On or before November 15, 2001, the participants in each TIA
73 shall prepare an initial TIA corridor plan and deliver such plan to the
74 Connecticut Transportation Strategy Board, established pursuant to

75 section 13b-57e. Such participants shall deliver full TIA corridor plans
76 biennially thereafter, beginning on November 15, 2002. The absence of
77 a TIA corridor plan submitted by any TIA shall not prohibit said board
78 from proposing a strategy as required by section 13b-57g.

79 (e) On or before August 1, 2001, the chief executive officers of the
80 local planning agencies in each TIA shall issue notice of an
81 organizational meeting of the participants in the TIA to commence the
82 process of creating a transportation plan for such TIA and to make
83 recommendations for nominations of the board member from such
84 TIA, as provided in subdivision (2) of subsection (a) of section 13b-
85 57e.]

86 Sec. 3. Subsection (a) of section 13b-57h of the general statutes is
87 repealed and the following is substituted in lieu thereof (*Effective*
88 *July 1, 2011*):

89 (a) [The General Assembly approves the principles set forth in
90 section I of the report specified in subdivision (4) of subsection (a) of
91 section 13b-57d, provided no] No funds from the Transportation
92 Strategy Board projects account, established under section 13b-57r, as
93 amended by this act, shall be authorized for any transportation project
94 except those specified in subsection (b) of this section, provided
95 nothing in this subsection shall preclude any TSB project from being
96 funded, in whole or in part, by other state or federal funds. Funds
97 authorized for any TSB project shall be used only for said project. TSB
98 projects shall be funded from [funds authorized for] the
99 Transportation Strategy Board projects account only to the extent such
100 funding is not provided from other funds in the Special Transportation
101 Fund or the Infrastructure Improvement Fund created by the senior
102 indenture for special tax obligation bonds.

103 Sec. 4. Section 13b-57m of the general statutes is repealed and the
104 following is substituted in lieu thereof (*Effective July 1, 2011*):

105 The purpose of sections 13b-57m to 13b-57q, inclusive, as amended
106 by this act, and subdivision (16) of subsection (b) of section 13b-61, as

107 amended by this act, is to promote the welfare and prosperity of the
108 people of this state by enabling the state to implement and fund certain
109 transportation related projects, purposes and strategies [, as the same
110 may be revised by the Transportation Strategy Board pursuant to
111 section 13b-57g,] in order to: (1) Improve personal mobility within and
112 through this state; (2) improve the movement of goods and freight
113 within and through this state; (3) integrate transportation with
114 economic, land use, environmental and quality of life issues; (4)
115 develop policies and procedures that will integrate the state economy
116 with regional, national and global economies; and (5) identify policies
117 and sources that provide an adequate and reliable flow of funding
118 necessary for a quality multimodal transportation system.

119 Sec. 5. Section 13b-57q of the general statutes is repealed and the
120 following is substituted in lieu thereof (*Effective July 1, 2011*):

121 (a) On or before August first of each year, the Department of
122 Transportation, in consultation with the Secretary of the Office of
123 Policy and Management [,] and the State Treasurer, [and the
124 Transportation Strategy Board,] shall prepare a financing plan for the
125 annual funding and financing of the projects and purposes described
126 in section 13b-57h, as amended by this act. Such annual financing plan
127 shall be based upon the funding available or anticipated to be available
128 in the Transportation Strategy Board projects account, as well as the
129 use of any federal revenue, grants or other transportation-related
130 financial assistance which may be available in such fiscal year. The
131 annual financing plan shall include funding mandated by sections 13b-
132 57s and 13b-57t. Upon the approval of such annual financing plan by
133 the Governor, funding identified in the annual financing plan shall be
134 paid within the fiscal year of such annual financing plan into the
135 Transportation Strategy Board projects account, established under
136 section 13b-57r, as amended by this act, of the Special Transportation
137 Fund and shall be available to fund those projects and purposes
138 identified in such annual financing plan.

139 (b) In addition to the preparation of the annual financing plans, the

140 Department of Transportation shall prepare a five-year financing plan
141 that shall project for a period of five years the funds to be credited to
142 the Transportation Strategy Board projects account, established under
143 section 13b-57r, as amended by this act, of the Special Transportation
144 Fund, the anticipated use of cash funding, including funding
145 mandated by sections 13b-57s and 13b-57t, and federal revenue, grants
146 or other transportation related financial assistance to fund or finance
147 the projects and purposes described in section 13b-57h, as amended by
148 this act. Such five-year financing plan shall be updated on or before
149 August first of each year at the same time as the preparation of the
150 annual financing plan and shall be provided by the Commissioner of
151 Transportation to the [Transportation Strategy Board, the] State
152 Treasurer, the Secretary of the Office of Policy and Management and
153 the joint standing committees of the General Assembly having
154 cognizance of matters relating to transportation and finance, revenue
155 and bonding.

156 Sec. 6. Section 13b-57r of the general statutes is repealed and the
157 following is substituted in lieu thereof (*Effective July 1, 2011*):

158 (a) There shall be a Transportation Strategy Board projects account,
159 which shall be a nonlapsing account within the Special Transportation
160 Fund.

161 (b) For the fiscal year ending June 30, 2004, five million dollars of
162 the moneys received or collected by the state or any officer thereof on
163 account of, or derived from, the incremental revenues received
164 pursuant to section 14-50a shall be deposited into the account
165 established under subsection (a) of this section and shall be used to
166 provide funding for the projects and purposes [of the Transportation
167 Strategy Board] described in section 13b-57h, as amended by this act.

168 (c) For the fiscal year ending June 30, 2006, the Treasurer shall
169 transfer the sum of twenty-five million three hundred thousand dollars
170 from the resources of the Special Transportation Fund into the account
171 established under subsection (a) of this section and such funds shall be
172 used to provide funding for the projects and purposes of the

173 Transportation Strategy Board. For the fiscal year ending June 30, 2007,
174 the Treasurer shall transfer the sum of twenty million three hundred
175 thousand dollars from the resources of the Special Transportation
176 Fund into the account established under subsection (a) of this section
177 and such funds shall be used to provide funding for the projects and
178 purposes [of the Transportation Strategy Board] described in section
179 13b-57h, as amended by this act. For the fiscal years ending June 30,
180 2008, to June 30, [2015] 2011, inclusive, the Treasurer shall annually
181 transfer the sum of fifteen million three hundred thousand dollars
182 from the resources of the Special Transportation Fund into the account
183 established under subsection (a) of this section and such funds shall be
184 used to provide funding for the projects and purposes [of the
185 Transportation Strategy Board. For the fiscal year ending June 30, 2016,
186 and each fiscal year thereafter, the Treasurer shall annually transfer the
187 sum of three hundred thousand dollars from the resources of the
188 Special Transportation Fund into the account established under
189 subsection (a) of this section and shall be used to provide funding for
190 the projects and purposes of the Transportation Strategy Board.]
191 described in section 13b-57h, as amended by this act. For the fiscal
192 years ending June 30, 2012, to June 30, 2015, inclusive, the Treasurer
193 shall annually transfer the sum of fifteen million dollars from the
194 resources of the Special Transportation Fund into the account
195 established under subsection (a) of this section and such funds shall be
196 used to fund the projects and purposes described in section 13b-57h, as
197 amended by this act.

198 Sec. 7. Section 13b-79p of the general statutes is repealed and the
199 following is substituted in lieu thereof (*Effective July 1, 2011*):

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

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

205 (2) Implementing the New Britain-Hartford busway, subject to the

- 206 availability of federal funds;
- 207 (3) Rehabilitating rail passenger coaches for use on Shore Line East,
208 the New Haven-Hartford-Springfield line and the branch lines;
- 209 (4) Developing a new commuter rail station in West Haven;
- 210 (5) Meeting the costs of capital improvements on the branch lines,
211 not to exceed forty-five million dollars;
- 212 (6) Meeting the capital costs of parking and rail station
213 improvements on the New Haven Line, Shore Line East and the
214 branch lines, not to exceed sixty million dollars;
- 215 (7) Funding the local share of the Southeast Area Transit federal
216 pilot project;
- 217 (8) Completing the Norwich Intermodal Transit Hub Roadway
218 improvements;
- 219 (9) Conducting environmental planning and assessment for the
220 expansion of Interstate 95 between Branford and the Rhode Island
221 border;
- 222 (10) Completing preliminary design and engineering for Interstate
223 84 widening between Waterbury and Danbury;
- 224 (11) Funding the Commercial Vehicle Information System Network,
225 including weigh-in motion and electronic preclearance of safe truck
226 operators for fixed scale operations on Interstate 91 and Interstate 95,
227 not to exceed four million dollars;
- 228 (12) Funding the capital costs of the greater Hartford highway
229 infrastructure improvements in support of economic development;
- 230 (13) Completing a rail link to the port of New Haven;
- 231 (14) Purchasing not more than thirty-eight electric rail cars for use
232 on the New Haven Line and Shore Line East commuter rail services;

233 (15) Purchasing of equipment and facilities to support Shore Line
234 East commuter rail expansion, including implementation of phases I
235 and II, as recommended in the report submitted pursuant to
236 subsection (d) of this section;

237 (16) Improving bicycle access to and storage facilities at
238 transportation centers;

239 (17) Developing a new commuter rail station in Orange;

240 (18) Funding the Waterbury Intermodal Transportation Center, not
241 to exceed eighteen million dollars;

242 (19) Improving bus connectivity and service, not to exceed twenty
243 million dollars for capital costs for the fiscal year ending June 30, 2008.
244 The funds shall be used to (A) construct bus maintenance and storage
245 facilities for the Windham and Torrington regional transit districts, not
246 to exceed fourteen million dollars, (B) purchase vehicles for the Buses
247 for 21st Century Mobility program, not to exceed five million dollars,
248 and (C) purchase vehicles for elderly and disabled demand responsive
249 transportation programs for use by municipalities that participate in
250 the state matching grant program established under section 13b-38bb,
251 not to exceed one million dollars;

252 (20) Funding the state share of Tweed Airport's runway safety area,
253 not to exceed one million fifty-five thousand dollars;

254 (21) Evaluating the purchase of rolling stock for direct commuter
255 rail service connecting Connecticut to New Jersey via Pennsylvania
256 Station in New York, New York by the initiation of ongoing formal
257 discussions by the state of Connecticut, acting through the Governor or
258 the Governor's designee, with the states of New York and New Jersey
259 and the Metropolitan Transportation Authority and Amtrak regarding
260 the extension of rail service from Pennsylvania Station to points in this
261 state; and

262 (22) Improving bicycle and pedestrian access throughout the state
263 transportation system.

264 (b) The commissioner shall evaluate and plan the implementation of
265 the following projects:

266 (1) Improving Routes 2 and 2A in the towns of Preston, North
267 Stonington and Montville, including conducting the first phase of a
268 study examining construction of a Route 2A bypass alternative that
269 would begin in Preston, proceed in a northerly direction toward
270 downtown Norwich, and end at Route 2 in Preston. The first phase of
271 the study shall include, but need not be limited to, an analysis of the
272 feasibility, local economic impact and cost of constructing that portion
273 of the bypass alternative that would pass through the Hinkley Hill
274 area of Norwich. The first phase of the study shall be conducted by an
275 independent entity pursuant to a contract with the Department of
276 Transportation, the value of which shall not exceed three hundred
277 thousand dollars. The results of the first phase of the study shall be
278 submitted not later than September 30, 2008, to said department and
279 the joint standing committee having cognizance of matters relating to
280 transportation;

281 (2) Upgrading the Pequot Bridge in Montville;

282 (3) Evaluating rail links to other ports;

283 (4) Supporting and encouraging the dredging of the state's
284 commercial ports;

285 (5) Developing a second rail passenger station between New Haven
286 and Milford;

287 (6) Expanding Route 9; and

288 (7) Completing the Day Hill Corridor environmental assessment
289 study, not to exceed five hundred thousand dollars.

290 (c) The commissioner shall [, in consultation with the board,]
291 recommend the implementation of additional transportation
292 improvement projects. Upon the approval of the Governor and
293 allocation by the State Bond Commission, the proceeds of bonds issued

294 pursuant to section 13b-79q may be used to support such projects.

295 (d) The commissioner shall identify obstacles to improved rail
296 service on Shore Line East, including, but not limited to, increased
297 frequency of service, reverse commute service and weekend service.
298 The commissioner shall report his findings and recommendations to
299 the General Assembly not later than January 1, 2007.

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

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

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

311 [(h)] (g) If, within two years of July 1, 2006, the Department of
312 Transportation is unable to implement the intermodal connection
313 between port and rail facilities at the port of New Haven pursuant to
314 subdivision (13) of subsection (a) of this section, the commissioner
315 shall submit a report, pursuant to section 11-4a, to the joint standing
316 committees of the General Assembly having cognizance of matters
317 relating to transportation and finance, revenue and bonding. Such
318 report shall describe (1) the reasons the connection cannot be
319 completed, and (2) alternative ways to facilitate intermodal shipping at
320 the port.

321 Sec. 8. Section 13b-79o of the general statutes is repealed and the
322 following is substituted in lieu thereof (*Effective July 1, 2011*):

323 As used in sections 13b-79o to 13b-79q, inclusive, as amended by
324 this act, section 13b-79s, as amended by this act, and section 24 of

325 public act 06-136:

326 (1) "Commissioner" means the Commissioner of Transportation;

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

328 (3) "Secretary" means the Secretary of the Office of Policy and
329 Management;

330 (4) "Treasurer" means the Treasurer of the state of Connecticut;

331 [(5) "Transportation Strategy Board" means the board created by
332 section 13b-57e;]

333 [(6)] (5) "New Haven Line" means the rail passenger service
334 operated between New Haven and intermediate points and Grand
335 Central Station, including the Danbury, Waterbury and New Canaan
336 branch lines;

337 [(7)] (6) "Branch lines" means the Danbury, Waterbury and New
338 Canaan branches of the New Haven Line;

339 [(8)] (7) "Shore Line East" means the rail service operating between
340 New Haven and New London;

341 [(9)] (8) "Transit-oriented development" means the development of
342 residential, commercial and employment centers within one-half mile
343 or walking distance of public transportation facilities, including rail
344 and bus rapid transit and services, that meet transit supportive
345 standards for land uses, built environment densities and walkable
346 environments, in order to facilitate and encourage the use of those
347 services; and

348 [(10)] (9) "Transportation improvement project" means
349 improvements to the state's transportation system, including, but not
350 limited to, (A) projects included in the state-wide transportation
351 improvement program, (B) projects included in regional transportation
352 improvement plans, and (C) projects identified in section 13b-57h, as
353 amended by this act.

354 Sec. 9. Subsection (b) of section 13b-61 of the general statutes is
355 repealed and the following is substituted in lieu thereof (*Effective July*
356 *1, 2011*):

357 (b) Notwithstanding any provision of subsection (a) of this section,
358 [to the contrary,] there shall be paid promptly to the State Treasurer
359 and thereupon, unless required to be applied by the terms of any lien,
360 pledge or obligation created by or pursuant to the 1954 declaration,
361 part III (C) of chapter 240, credited to the Special Transportation Fund:

362 (1) On and after July 1, 1984, all moneys received or collected by the
363 state or any officer thereof on account of, or derived from, sections 12-
364 458 and 12-479, provided the State Comptroller is authorized to record
365 as revenue to the General Fund for the fiscal year ending June 30, 1984,
366 the amount of tax levied in accordance with said sections 12-458 and
367 12-479, on all fuel sold or used prior to the end of said fiscal year and
368 which tax is received no later than July 31, 1984;

369 (2) On and after July 1, 1984, all moneys received or collected by the
370 state or any officer thereof on account of, or derived from, motor
371 vehicle receipts;

372 (3) On and after July 1, 1984, all moneys received or collected by the
373 state or any officer thereof on account of, or derived from, (A)
374 subsection (a) of section 14-192, and (B) royalty payments for retail
375 sales of gasoline pursuant to section 13a-80;

376 (4) On and after July 1, 1985, all moneys received or collected by the
377 state or any officer thereof on account of, or derived from, license,
378 permit and fee revenues as defined in section 13b-59, except as
379 provided under subdivision (3) of this subsection;

380 (5) On or after July 1, 1989, all moneys received or collected by the
381 state or any officer thereof on account of, or derived from, section 13b-
382 70;

383 (6) On and after July 1, 1984, all transportation-related federal
384 revenues of the state;

385 (7) On and after July 1, 1997, all moneys received or collected by the
386 state or any officer thereof on account of, or derived from, fees for the
387 relocation of a gasoline station under section 14-320;

388 (8) On and after July 1, 1997, all moneys received or collected by the
389 state or any officer thereof on account of, or derived from, section 14-
390 319;

391 (9) On and after July 1, 1997, all moneys received or collected by the
392 state or any officer thereof on account of, or derived from, fees
393 collected pursuant to section 14-327b for motor fuel quality registration
394 of distributors;

395 (10) On and after July 1, 1997, all moneys received or collected by
396 the state or any officer thereof on account of, or derived from, annual
397 registration fees for motor fuel dispensers and weighing or measuring
398 devices pursuant to section 43-3;

399 (11) On and after July 1, 1997, all moneys received or collected by
400 the state or any officer thereof on account of, or derived from, fees for
401 the issuance of identity cards pursuant to section 1-1h;

402 (12) On and after July 1, 1997, all moneys received or collected by
403 the state or any officer thereof on account of, or derived from, safety
404 fees pursuant to subsection (w) of section 14-49;

405 (13) On and after July 1, 1997, all moneys received or collected by
406 the state or any officer thereof on account of, or derived from, late fees
407 for the emissions inspection of motor vehicles pursuant to subsection
408 (k) of section 14-164c;

409 (14) On and after July 1, 1997, all moneys received or collected by
410 the state or any officer thereof on account of, or derived from, the sale
411 of information by the Commissioner of Motor Vehicles pursuant to
412 subsection (b) of section 14-50a;

413 (15) On and after October 1, 1998, all moneys received by the state
414 or any officer thereof on account of, or derived from, section 14-212b;

415 [and]

416 (16) On and after July 1, 2009, all moneys received or collected by
417 the state or any officer thereof on account of, or derived from, any
418 direct federal subsidy pursuant to Section 6431 of the Internal Revenue
419 Code of 1986, or any subsequent corresponding internal revenue code
420 of the United States, as amended from time to time, and relating to
421 bonds or bond anticipation notes issued by the state pursuant to
422 sections 13b-74 to 13b-77, inclusive;

423 (17) On and after July 1, 2011, all moneys received or collected by
424 the state or any officer thereof on account of, or derived from, sections
425 13b-61a to 13b-61c, inclusive; and

426 (18) On and after July 1, 2011, any other funds, moneys and receipts
427 of the state required by law to be deposited, transferred or paid into
428 the Special Transportation Fund other than proceeds of bonds or other
429 securities of the state or of federal grants under the provisions of
430 federal law.

431 Sec. 10. Section 14-12s of the general statutes is repealed and the
432 following is substituted in lieu thereof (*Effective July 1, 2011*)

433 For [the registration of] each motor vehicle [that has passed an
434 inspection in accordance with the requirements of subsection (g) of
435 section 14-12 or section 14-16a or that has passed an inspection of its
436 manufacturer's vehicle identification number] transaction that involves
437 an electronic inspection of a manufacturer's vehicle identification
438 number, the commissioner shall charge an administrative fee of ten
439 dollars, in addition to [the fee or fees] any fee prescribed for such
440 [registration] transaction.

441 Sec. 11. Section 14-41 of the general statutes is repealed and the
442 following is substituted in lieu thereof (*Effective July 1, 2011*):

443 (a) Except as provided in section 14-41a, each motor vehicle
444 operator's license shall be renewed every six years or every four years
445 on the date of the operator's birthday in accordance with a schedule to

446 be established by the commissioner. Upon every other renewal of a
447 motor vehicle operator's license or identity card issued pursuant to
448 section 1-1h, the commissioner may issue such license or identity card
449 without the personal appearance of the licensee or identity card holder
450 if (1) such licensee or identity card holder has a digital image on file
451 with the commissioner, and (2) such licensee or identity card holder
452 has fulfilled all other requirements for such renewal. On and after July
453 1, 2011, the Commissioner of Motor Vehicles shall screen the vision of
454 each motor vehicle operator prior to every other renewal of the
455 operator's license of such operator in accordance with a schedule
456 adopted by the commissioner. Such screening requirement shall apply
457 to every other renewal following the initial screening. In lieu of the
458 vision screening by the commissioner, such operator may submit the
459 results of a vision screening conducted by a licensed health care
460 professional qualified to conduct such screening on a form prescribed
461 by the commissioner during the twelve months preceding such
462 renewal. No motor vehicle operator's license may be renewed unless
463 the operator passes such vision screening. The commissioner shall
464 adopt regulations, in accordance with the provisions of chapter 54, to
465 implement the provisions of this subsection related to the
466 administration of vision screening.

467 (b) An original operator's license shall expire within a period not
468 exceeding six years following the date of the operator's next birthday.
469 The fee for such original license shall be computed at the rate of [forty-
470 four] forty-eight dollars for a four-year license, [sixty-six] seventy-two
471 dollars for a six-year license and [eleven] twelve dollars per year or
472 any part of a year. The commissioner may authorize an automobile
473 club or association, licensed in accordance with the provisions of
474 section 14-67 on or before July 1, 2007, to perform license renewals,
475 renewals of identity cards issued pursuant to section 1-1h and
476 registration transactions at its office facilities. The commissioner may
477 authorize such automobile clubs or associations to charge a
478 convenience fee, which shall not exceed two dollars, to each applicant
479 for a license or identity card renewal or a registration transaction.

480 (c) Any previously licensed operator who fails to renew a motor
481 vehicle operator's license in accordance with subsection (b) of this
482 section shall be charged a late fee of twenty-five dollars upon renewal
483 of such operator's license.

484 [(c)] (d) The commissioner shall, at least fifteen days before the date
485 on which each motor vehicle operator's license expires, notify the
486 operator of the expiration date. Any previously licensed operator who
487 operates a motor vehicle within sixty days after the expiration date of
488 the operator's license without obtaining a renewal of the license [shall
489 be deemed to have failed to renew a motor vehicle operator's license
490 and] shall be fined in accordance with the amount designated for the
491 infraction of failure to renew a motor vehicle operator's license. Any
492 operator so charged shall not be prosecuted under section 14-36 for the
493 same act constituting a violation under this section but section 14-36
494 shall apply after the sixty-day period.

495 [(d)] (e) Notwithstanding the provisions of section 1-3a, if the
496 expiration date of any motor vehicle operator's license or any public
497 passenger transportation permit falls on any day when offices of the
498 commissioner are closed for business or are open for less than a full
499 business day, the license or permit shall be deemed valid until
500 midnight of the next day on which offices of the commissioner are
501 open for a full day of business.

502 Sec. 12. Subsection (b) of section 14-44h of the general statutes is
503 repealed and the following is substituted in lieu thereof (*Effective July*
504 *1, 2011*):

505 (b) A commercial driver's license shall expire within a period not
506 exceeding four years following the date of the operator's next birthday.
507 The fee for such original license shall be computed at the rate of
508 [fifteen] seventeen dollars and fifty cents per year or any part thereof.
509 Any previously licensed operator who fails to renew a commercial
510 driver's license in accordance with this subsection shall be charged a
511 late fee of twenty-five dollars upon renewal of such commercial
512 driver's license.

513 Sec. 13. Section 14-49 of the general statutes is repealed and the
514 following is substituted in lieu thereof (*Effective July 1, 2011*):

515 (a) For the registration of each passenger motor vehicle, other than
516 an electric motor vehicle, the fee shall be [seventy-five] eighty dollars
517 every two years, provided any individual who is sixty-five years of age
518 or older on or after January 1, 1981, may, at his discretion, renew the
519 registration of such passenger motor vehicle owned by him for either a
520 one-year or two-year period. The fee for one year shall be [thirty-eight]
521 forty dollars, and the fee for two years shall be [seventy-five] eighty
522 dollars, [;] provided the biennial fee for any motor vehicle for which
523 special license plates have been issued under the provisions of section
524 14-20 shall be [seventy-five] eighty dollars. The provisions of this
525 subsection relative to the biennial fee charged for the registration of
526 each antique, rare or special interest motor vehicle for which special
527 license plates have been issued under section 14-20 shall not apply to
528 an antique fire apparatus or transit bus owned by a nonprofit
529 organization and maintained primarily for use in parades, exhibitions
530 or other public events but not for purposes of general transportation.

531 (b) (1) For the registration of each motorcycle, the biennial fee shall
532 be [forty] forty-two dollars, subject to the provisions of subdivision (2)
533 of this subsection. For the registration of each motorcycle with side car
534 or box attached used for commercial purposes, the biennial fee shall be
535 [fifty-six] sixty dollars. The commissioner may register a motorcycle
536 with a side car under one registration which shall cover the use of such
537 motorcycle with or without such side car. (2) Four dollars of the total
538 fee with respect to the registration of each motorcycle shall, when
539 entered upon the records of the Special Transportation Fund, be
540 deemed to be appropriated to the Department of Transportation for
541 purposes of continuing the program of motorcycle rider education
542 formerly funded under the federal Highway Safety Act of 1978, 23
543 USC 402.

544 (c) For the registration of each taxicab or motor vehicle in livery
545 service, with a seating capacity of seven or less, the commissioner shall

546 charge a biennial fee of two hundred [fifty] sixty-six dollars. When the
547 seating capacity of such motor vehicle is more than seven, there shall
548 be added to the amount herein provided the sum of four dollars for
549 each seat so in excess.

550 (d) For the registration of each motor bus, except a motor bus
551 owned and operated by a multiple-state passenger carrier as
552 hereinafter defined, the commissioner shall charge a fee of forty-seven
553 dollars and such registration shall be sufficient for all types of
554 operation under this chapter. On and after July 1, [1992] 2011, the fee
555 shall be [fifty-three] fifty-six dollars. For the registration of motor buses
556 owned or operated by a multiple-state passenger carrier, the
557 commissioner shall charge registration fees based on the rate of one
558 dollar per hundredweight of the gross weight, such gross weight to be
559 computed by adding the light weight of the vehicle fully equipped for
560 service to one hundred fifty pounds per passenger for the rated seating
561 capacity, plus the sum of thirty-four dollars, and on and after July 1,
562 [1992] 2011, one dollar and twenty-five cents plus the sum of [thirty-
563 nine] forty-two dollars. The fee in each case shall be determined on an
564 apportionment basis commensurate with the use of the highways of
565 this state as herein provided. The commissioner shall require the
566 registration of that percentage of the motor buses of such multiple-
567 state passenger carrier operating into or through the state which the
568 mileage of such motor buses actually operated in the state bears to the
569 total mileage of all such motor buses operated both within and without
570 the state. Such percentage figures shall be the mileage factor. In
571 computing the registration fees on the number of such motor buses
572 which are allocated to the state for registration purposes under the
573 foregoing formula, the commissioner shall first compute the amount
574 that the registration fees would be if all such motor buses were in fact
575 subject to registration in the state, and then apply to such amount the
576 mileage factor above referred to, provided, if the foregoing formula or
577 method of allocation results in apportioning a lesser or greater number
578 of motor buses or amount of registration fees to the state than the state
579 under all of the facts is fairly entitled to, then a formula that will fairly
580 apportion such registration fees to the state shall be determined and

581 used by the commissioner. Said mileage factor shall be computed prior
582 to March first of each year by using the mileage records of operations
583 of such motor buses operating both within and without the state for
584 the twelve-month period, or portion thereof, ending on August thirty-
585 first next preceding the commencement of the registration year for
586 which registration is sought. If there were no operations in the state
587 during any part of such preceding twelve-month period, the
588 commissioner shall proceed under the provisions of subsection (a) of
589 article IV of section 14-365. In apportioning the number of motor buses
590 to be registered in the state, as provided herein, any fractional part of a
591 motor bus shall be treated as a whole motor bus and shall be registered
592 and licensed as such. Any motor bus operated both within and
593 without the state which is not required to be registered in the state
594 under the provisions of this section shall nevertheless be identified as a
595 part of the fleet of the multiple-state passenger carrier and the
596 commissioner shall adopt an appropriate method of identification of
597 such motor buses owned and operated by such carrier. The
598 identification of all such motor buses by the commissioner as above
599 required shall be considered the same as the registration of such motor
600 buses under this chapter. The substitution from time to time of one
601 motor bus for another by a multiple-state passenger carrier shall not
602 require registration thereof in the state as long as the substitution does
603 not increase the aggregate number of motor buses employed in the
604 operation of such carrier, provided all such motor buses substituted for
605 others shall be immediately reported to and identification issued for
606 the same by the commissioner and, if a registration fee is required to
607 be paid for such substituted motor bus, the same shall be promptly
608 paid. As used in this subsection, the phrase "multiple-state passenger
609 carrier" means and includes any person, firm or corporation
610 authorized by the Interstate Commerce Commission or its successor
611 agency to engage in the business of the transportation of passengers
612 for hire by motor buses, both within and without the state.

613 (e) (1) For the registration of a passenger motor vehicle used in part
614 for commercial purposes, except any pick-up truck having a gross
615 vehicle weight rating of less than twelve thousand five hundred

616 pounds, the commissioner shall charge a biennial fee of [eighty-three]
617 eighty-eight dollars and shall issue combination registration to such
618 vehicle. (2) For the registration of a school bus, the commissioner shall
619 charge an annual fee of one hundred seven dollars for a type I school
620 bus and [sixty] sixty-four dollars for a type II school bus. (3) For the
621 registration of a motor vehicle when used in part for commercial
622 purposes and as a passenger motor vehicle or of a motor vehicle
623 having a seating capacity greater than ten and not used for the
624 conveyance of passengers for hire, the commissioner shall charge a
625 biennial fee for gross weight as for commercial registration, as outlined
626 in section 14-47, as amended by this act, plus the sum of [thirteen]
627 fourteen dollars and shall issue combination registration to such
628 vehicle. (4) Each vehicle registered as combination shall be issued a
629 number plate bearing the word "combination". No vehicle registered as
630 combination may have a gross vehicle weight rating in excess of
631 twelve thousand five hundred pounds. (5) For the registration of a
632 pick-up truck having a gross vehicle weight rating of less than twelve
633 thousand five hundred pounds that is not used in part for commercial
634 purposes, the commissioner shall charge a biennial fee for gross weight
635 as for commercial registration, as provided in section 14-47, as
636 amended by this act, plus the sum of [thirteen] fourteen dollars. The
637 commissioner may issue passenger registration to any such vehicle
638 with a gross vehicle weight rating of eight thousand five hundred
639 pounds or less.

640 (f) For the registration of each electric motor vehicle, the
641 commissioner shall charge a fee of fifteen dollars for each year or part
642 thereof. On and after July 1, [1992] 2011, the fee shall be [eighteen]
643 nineteen dollars.

644 (g) For the registration of all motorcycles, registered under a general
645 distinguishing number and mark, owned or operated by, or in the
646 custody of, a manufacturer of, dealer in or repairer of motorcycles,
647 there shall be charged an annual fee at the rate of thirty-one dollars for
648 each set of number plates furnished. On and after July 1, [1992] 2011,
649 the fee shall be [thirty-five] thirty-seven dollars.

650 (h) The minimum annual fee for any commercial registration of a
651 motor vehicle not equipped with pneumatic tires shall be fifty dollars.
652 On and after July 1, [1992] 2011, the fee shall be [fifty-six] sixty dollars.

653 (i) For the transfer of the registration of a motor vehicle previously
654 registered, except as provided in subsection (e) of section 14-16 and
655 subsection (d) of section 14-253a, there shall be charged a fee of
656 [twenty] twenty-one dollars.

657 (j) Repealed by 1972, P.A. 255, S. 6.

658 (k) For the registration of each motor hearse used exclusively for
659 transportation of the dead, the commissioner shall charge a fee of
660 thirty-one dollars. On and after July 1, [1992] 2011, the fee shall be
661 [thirty-five] thirty-seven dollars. The commissioner may furnish
662 distinguishing number plates for any motor hearse.

663 (l) The fee for the registration of each truck to be used between parts
664 of an industrial plant, as provided in section 13a-117, shall be twenty-
665 five dollars for the first two hundred feet of the public highway, the
666 use of which is granted by such permit, and on and after July 1, [1992]
667 2011, the fee shall be [twenty-eight] thirty dollars. For each additional
668 two hundred feet or fraction thereof, the fee shall be eleven dollars,
669 and on and after July 1, 1992, the fee shall be twelve dollars.

670 (m) (1) For the registration of a trailer used exclusively for camping
671 or any other recreational purpose, the commissioner shall charge a
672 biennial fee of sixteen dollars. On and after July 1, [1992] 2011, the fee
673 shall be [eighteen] nineteen dollars. (2) For any other trailer or
674 semitrailer not drawn by a truck-tractor he shall charge the same fee as
675 prescribed for commercial registrations in section 14-47, as amended
676 by this act, provided the fee for a heavy duty trailer, a crane or any
677 other heavy construction equipment shall be three hundred [six]
678 twenty-six dollars for each year; except that the registration fee for
679 each motor vehicle classed as a tractor-crane and equipped with
680 rubber tires shall be one-half the fee charged for the gross weight of
681 commercial vehicles.

682 (n) For each temporary registration of a motor vehicle not used for
683 commercial purposes, or renewal of such registration, the
684 commissioner shall charge a fee computed at the rate of [twenty]
685 twenty-one dollars for each ten-day period, or part thereof. For each
686 temporary registration of a motor vehicle used for commercial
687 purposes, or renewal of such registration, the commissioner shall
688 charge a fee computed at the rate of [twenty-five] twenty-seven dollars
689 for each ten-day period, or part thereof, if the motor vehicle has a gross
690 vehicle weight rating of six thousand pounds or less. For each
691 temporary registration of a motor vehicle used for commercial
692 purposes, or renewal of such registration, the commissioner shall
693 charge a fee computed at the rate of [forty-six] forty-nine dollars for
694 each ten-day period, or part thereof, if the motor vehicle has a gross
695 vehicle weight rating of more than six thousand pounds.

696 (o) No registration fee shall be charged in respect to any motor
697 vehicle owned by a municipality, as defined in section 7-245, any other
698 governmental agency or a military agency and used exclusively for the
699 conduct of official business. No registration fee shall be charged for
700 any motor vehicle owned by or leased to a transit district and used
701 exclusively to provide public transportation. No fee shall be charged
702 for the registration of ambulances owned by hospitals or any nonprofit
703 civic organization approved by the commissioner, but a fee of twenty
704 dollars shall be charged for the inspection of any such ambulance. No
705 fee shall be charged for the registration of fire department apparatus as
706 provided by section 14-19. No registration fee shall be charged to a
707 disabled veteran, as defined in section 14-254, residing in this state for
708 the registration of three passenger, camper or passenger and
709 commercial motor vehicles leased or owned by such veteran in any
710 registration year, provided such vehicles shall not be used for hire. No
711 registration fee shall be charged for any motor vehicle leased to an
712 agency of this state on or after June 4, 1982.

713 (p) For the registration of a service bus owned by an individual,
714 firm or corporation, exclusive of any nonprofit charitable, religious,
715 educational or community service organization, and used for the

716 transportation of persons without charge, the commissioner shall
717 charge a fee of two hundred thirteen dollars for vehicles having a
718 seating capacity of sixteen passengers or less, including the driver, and
719 seven hundred forty-seven dollars for vehicles having a seating
720 capacity of more than sixteen passengers. For the registration of any
721 service bus owned by any nonprofit charitable, religious, educational
722 or community service organization, the commissioner shall charge a
723 fee of one hundred [fifty] sixty dollars for vehicles having a seating
724 capacity of sixteen passengers or less, and five hundred thirty-three
725 dollars for vehicles having a seating capacity of more than sixteen
726 passengers, provided such service bus is used exclusively for the
727 purpose of transporting persons in relation to the purposes and
728 activities of such organization. Each such registration shall be issued
729 for a biennial period in accordance with a schedule established by the
730 commissioner. Nothing herein contained shall affect the provisions of
731 subsection (e) of this section.

732 (q) The commissioner shall collect a biennial fee of [twenty-eight]
733 thirty dollars for the registration of each motor vehicle used
734 exclusively for farming purposes. No such motor vehicle may be used
735 for the purpose of transporting goods for hire or taking the on-the-
736 road skills test portion of the examination for a motor vehicle
737 operator's license. No farm registration shall be issued to any person
738 operating a farm that has gross annual sales of less than two thousand
739 five hundred dollars in the calendar year preceding registration. The
740 commissioner may issue a farm registration for a passenger motor
741 vehicle under such conditions as said commissioner shall prescribe in
742 regulations adopted in accordance with chapter 54. No motor vehicle
743 issued a farm registration may be used to transport ten or more
744 passengers on any highway unless such motor vehicle meets the
745 requirements for equipment and mechanical condition set forth in this
746 chapter, and, in the case of a vehicle used to transport more than
747 fifteen passengers, including the driver, the applicable requirements of
748 the Code of Federal Regulations, as adopted by the commissioner, in
749 accordance with the provisions of subsection (a) of section 14-163c. The
750 operator of such motor vehicle used to transport ten or more

751 passengers shall hold a public transportation permit or endorsement
752 issued in accordance with the provisions of section 14-44. Any farm
753 registration used otherwise than as provided by this subsection shall
754 be revoked.

755 (r) Repealed by P.A. 73-549, S. 2, 4.

756 (s) A fee of [~~sixty-five~~] sixty-nine dollars shall be charged in
757 addition to the regular fee prescribed for the registration of a motor
758 vehicle, including but not limited to any passenger motor vehicle or
759 motorcycle, in accordance with this section for a number plate or
760 plates for such vehicle bearing any combination of letters or numbers
761 requested by the registrant and which may be issued in the discretion
762 of the commissioner, except in any case in which the number plates
763 bear the official call letters of an amateur radio station. On and after
764 July 1, [~~1992~~] 2011, the fee shall be [~~sixty-five~~] sixty-nine dollars.

765 (t) For the registration of each camper, the commissioner shall
766 charge a biennial fee of sixty-two dollars. On and after July 1, [~~1992~~]
767 2011, the fee shall be [~~seventy~~] seventy-five dollars. The commissioner
768 shall refund one-half of the registration fee for any camper registration
769 when the number plate or plates and registration certificate are
770 returned with one year or more remaining until the expiration of such
771 registration.

772 (u) Repealed by P.A. 85-81.

773 (v) There shall be charged for each motor vehicle learner's permit or
774 renewal thereof a fee of [~~eighteen~~] nineteen dollars. There shall be
775 charged for each motorcycle training permit or renewal thereof a fee of
776 [~~fifteen~~] sixteen dollars.

777 (w) In addition to the fee established for the issuance of motor
778 vehicle number plates and except as provided in subsection (a) of
779 section 14-21b and subsection (c) of section 14-253a, there shall be an
780 additional safety fee of five dollars charged at the time of issuance of
781 any reflectorized safety number plate or set of plates. All moneys

782 derived from said safety fee shall be deposited in the Special
783 Transportation Fund.

784 (x) For the registration of each high-mileage vehicle, the
785 commissioner shall charge a fee of thirty-nine dollars for each year or
786 part thereof. On and after July 1, [1992] 2011, the fee shall be [forty-
787 four] forty-seven dollars.

788 (y) For each special use registration for a period of thirty days or
789 less, the fee shall be [twenty] twenty-one dollars.

790 (z) The commissioner shall assess a ten-dollar late fee for renewal of
791 a motor vehicle registration in the event a registrant fails to renew his
792 registration within five days after the expiration of such registration,
793 except that no such fee shall be assessed for the late renewal of the
794 registration, pursuant to subdivision (1) of subsection (m) of this
795 section, of (1) a trailer used exclusively for camping or any other
796 recreational purpose, or (2) a motor vehicle designed or permanently
797 altered in such a way as to provide living quarters for travel or
798 camping.

799 (aa) The commissioner shall refund one-half of the registration fee
800 for any motor vehicle when the number plate or plates and registration
801 certificate are returned on or after July 1, 2004, with one year or more
802 remaining until the expiration of such registration.

803 Sec. 14. Subsection (d) of section 14-270 of the general statutes is
804 repealed and the following is substituted in lieu thereof (*Effective July*
805 *1, 2011*):

806 (d) (1) The owner or lessee of any vehicle may pay either a fee of
807 [twenty-three] one hundred fifty-two dollars and thirty cents for each
808 permit issued for such vehicle under this section or a fee as described
809 in subdivision (3) of this subsection for such vehicle, payable to the
810 Department of Transportation. (2) An additional transmittal fee of
811 [three] five dollars shall be charged for each permit issued under this
812 section and transmitted via transceiver or facsimile equipment. (3) An

813 additional engineering fee shall be charged for each permit issued
814 under this section as follows: (A) Fifty dollars for a single unit vehicle;
815 (B) one hundred dollars for a vehicle weighing one hundred sixty
816 thousand pounds or more, or fifteen feet in width, or fifteen feet in
817 height, or one hundred thirty feet in length; and (C) two hundred
818 dollars for vehicle combinations weighing two hundred thousand
819 pounds or more. (4) The commissioner may issue an annual permit for
820 any vehicle transporting (A) a divisible load, (B) an overweight or
821 oversized-overweight indivisible load, or (C) an oversize indivisible
822 load. The owner or lessee shall pay an annual fee of seven dollars per
823 thousand pounds or fraction thereof for each such vehicle. A permit
824 may be issued in any increment up to one year, provided the owner or
825 lessee shall pay a fee of one-tenth of the annual fee for such vehicle for
826 each month or fraction thereof. [(4)] (5) The annual permit fee for any
827 vehicle transporting an oversize indivisible load shall not be less than
828 five hundred dollars. [(5)] (6) The commissioner may issue permits for
829 divisible loads in the aggregate not exceeding fifty-three feet in length.

830 Sec. 15. Section 14-47 of the general statutes is repealed and the
831 following is substituted in lieu thereof (*Effective July 1, 2011*):

832 (a) The commissioner shall determine the gross weight of each
833 motor vehicle which is eligible for commercial registration, including
834 each tractor equipped with rubber tires and, for the purpose of
835 computing fees, gross weight shall be the weight of the vehicle in
836 pounds plus the rated load capacity in pounds as determined by the
837 commissioner, provided, in the case of a tractor restricted for use with
838 a trailer, registered as a heavy duty trailer, the fee shall be based on the
839 gross weight of the tractor which shall be the light weight of such
840 tractor; and said commissioner shall collect fees for registration based
841 on such gross weight, as follows: When all surfaces in contact with the
842 ground are equipped with pneumatic tires, the fee for such motor
843 vehicle or tractor of gross weight not exceeding twenty thousand
844 pounds shall be one dollar and sixteen cents, for each one hundred
845 pounds or fraction thereof; from twenty thousand and one pounds up
846 to and including thirty thousand pounds, one dollar and forty-two

847 cents, for each one hundred pounds or fraction thereof; from thirty
848 thousand and one pounds up to and including seventy-three thousand
849 pounds, one dollar and seventy-seven cents, for each one hundred
850 pounds or fraction thereof; from seventy-three thousand and one
851 pounds and over, one dollar and ninety-two cents, for each one
852 hundred pounds or fraction thereof. In addition to any other fee
853 required under this subsection, a fee of ten dollars shall be collected for
854 the registration of each motor vehicle subject to this subsection.

855 (b) The minimum fee for any commercial registration or registration
856 of a tractor equipped with pneumatic tires shall be [~~forty-four~~] forty-
857 seven dollars.

858 (c) For the registration of each motor vehicle classed as an artesian
859 well driller or well drilling equipment, however mounted, when
860 equipped with rubber tires, the fee shall be forty dollars per annum
861 whether the license is issued for the license year or only a portion
862 thereof. On and after July 1, [1992] 2011, the fee shall be [~~forty-six~~]
863 forty-nine dollars.

864 (d) For the registration of a motor vehicle equipped with a wood
865 saw rig, if it is used for that purpose only, or a motor vehicle equipped
866 with a spray rig used exclusively for spraying fruit trees or shrubs,
867 when equipped with rubber tires, the fee shall be twenty-two dollars
868 per annum whether the license is issued for the license year or only a
869 portion thereof. On and after July 1, [1992] 2011, the fee shall be
870 [~~twenty-five~~] twenty-seven dollars.

871 (e) For all other motor vehicles which are eligible for commercial
872 registration, including tractors equipped with rubber tires other than
873 pneumatic tires, the fee shall be, for each such vehicle or tractor of
874 gross weight (1) not exceeding twenty thousand pounds, one dollar
875 and fifty cents, and on and after July 1, 1992, one dollar and seventy-
876 five cents, for each one hundred pounds or fraction thereof, and (2)
877 from twenty thousand and one pounds up to and including twenty-six
878 thousand pounds, two dollars, and on and after July 1, 1992, two
879 dollars and twenty-five cents, for each one hundred pounds or fraction

880 thereof. The minimum fee for any such motor vehicle or tractor shall
881 be fifty dollars. On and after July 1, [1992] 2011, the minimum fee shall
882 be [fifty-six] sixty dollars.

883 Sec. 16. Subsection (e) of section 13b-11a of the general statutes is
884 repealed and the following is substituted in lieu thereof (*Effective July*
885 *1, 2011*):

886 (e) On or before January first, annually, the commission shall submit
887 in writing to the commissioner [] and the Governor [and the
888 Connecticut Transportation Strategy Board, established pursuant to
889 section 13b-57e,] (1) a list of public transportation projects, which, if
890 undertaken by the state, would further the policy set forth in section
891 13b-32, including projects specifically for elderly and disabled users;
892 (2) recommendations for improvements to existing public
893 transportation service and projects, incorporating transportation
894 service and projects relative to the needs of elderly and disabled
895 persons and including proposals for legislation and regulations; (3)
896 recommendations for disincentives to free parking, including urban
897 and suburban employment centers; (4) off-peak transit services; and (5)
898 the establishment of urban center loop shuttles. The commissioner
899 shall notify members of the joint standing committees of the General
900 Assembly having cognizance of matters relating to transportation and
901 finance, revenue and bonding, on or before January first, annually, of
902 the availability of the commissioner's comments and analysis of
903 priorities. A written copy or electronic storage media of such
904 comments and analysis shall be distributed to members of such
905 committee who request them. The commissioner shall meet with the
906 commission at least once during each calendar quarter.

907 Sec. 17. Subsection (a) of section 13b-51a of the general statutes is
908 repealed and the following is substituted in lieu thereof (*Effective July*
909 *1, 2011*):

910 (a) There shall be in the Department of Transportation a Connecticut
911 Maritime Commission which shall consist of [fifteen] fourteen
912 members, as follows: (1) The Commissioners of Transportation,

913 Economic and Community Development and Environmental
914 Protection [,] and the Secretary of the Office of Policy and
915 Management, [and the chairman of the Transportation Strategy Board,
916 established pursuant to section 13b-57e,] or their respective designees;
917 (2) four members appointed by the Governor; and (3) one member
918 each appointed by the president pro tempore of the Senate, the speaker
919 of the House of Representatives, the majority leader of the Senate, the
920 minority leader of the Senate, the majority leader of the House of
921 Representatives and the minority leader of the House of
922 Representatives. All appointed members shall serve for terms
923 coterminous with their appointing authority and until their successor
924 is appointed and has qualified. Vacancies on said commission shall be
925 filled for the remainder of the term in the same manner as original
926 appointments.

927 Sec. 18. Section 13b-57d of the general statutes is repealed and the
928 following is substituted in lieu thereof (*Effective July 1, 2011*):

929 (a) As used in subsection (e) of section 13b-11a, as amended by this
930 act, this section and sections [13b-57e to 13b-57k, inclusive] 13b-57f, as
931 amended by this act, 13b-57h, as amended by this act, 13b-57i, 13b-
932 212d and 14-270e:

933 [(1) "Board" means the Connecticut Transportation Strategy Board;]

934 [(2)] (1) "Department" means the Department of Transportation;

935 [(3)] (2) "Commissioner" means the Commissioner of
936 Transportation;

937 [(4) "Strategy" means the transportation projects and supporting
938 documentation contained in the report submitted by the board in
939 accordance with section 13b-57g, and any updates or revisions to such
940 transportation projects;]

941 [(5)] (3) "TIA corridor plan" means a twenty-year strategic plan for
942 transportation in a corridor and any updates or other revisions to such
943 plan;

944 [(6)] (4) "Transportation project" means any planning, capital or
945 operating project with regard to transportation undertaken by the
946 state; [provided nothing contained in sections 13b-57d to 13b-57g,
947 inclusive, shall be deemed to authorize the board to undertake any
948 project other than strategic planning;]

949 [(7)] (5) "Local planning agency" means a metropolitan planning
950 organization, as provided in 23 USC 134, a regional planning agency,
951 as provided in section 8-31a, a regional council of elected officials, as
952 defined in subdivision (2) of section 4-124i or a council, as defined in
953 subsection (f) of section 4-124c;

954 [(8)] (6) "TIA" means transportation investment area;

955 [(9)] (7) "Coastal corridor" and "coastal corridor TIA" means the
956 following towns and the roads, highways, bridges, waterways, ports
957 and airports in such towns: Ansonia, Beacon Falls, Bethany, Bethel,
958 Bethlehem, Branford, Bridgeport, Bridgewater, Brookfield, Cheshire,
959 Danbury, Darien, Derby, East Haven, Easton, Fairfield, Greenwich,
960 Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Monroe,
961 Naugatuck, New Canaan, New Fairfield, New Haven, New Milford,
962 Newtown, North Branford, North Haven, Norwalk, Orange, Oxford,
963 Prospect, Redding, Ridgefield, Seymour, Shelton, Sherman, Southbury,
964 Stamford, Stratford, Thomaston, Trumbull, Wallingford, Waterbury,
965 Watertown, West Haven, Weston, Westport, Wilton, Wolcott,
966 Woodbridge and Woodbury;

967 [(10)] (8) "I-84 corridor" and "I-84 TIA" means the following towns
968 and the roads, highways, bridges, waterways, ports and airports in
969 such towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls,
970 Berlin, Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,
971 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,
972 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,
973 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,
974 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,
975 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New
976 Fairfield, New Hartford, New Milford, Newington, Newtown,

977 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,
978 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,
979 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,
980 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,
981 Union, Vernon, Warren, Washington, Waterbury, Watertown, West
982 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott
983 and Woodbury;

984 [(11)] (9) "I-91 corridor" and "I-91 TIA" means the following towns
985 and the roads, highways, bridges, waterways, ports and airports in
986 such towns: Andover, Avon, Berlin, Bethany, Bloomfield, Bolton,
987 Branford, Bristol, Burlington, Canton, Chester, Clinton, Cromwell,
988 Deep River, Durham, East Granby, East Haddam, East Hampton, East
989 Hartford, East Haven, East Windsor, Ellington, Enfield, Essex,
990 Farmington, Glastonbury, Granby, Guilford, Haddam, Hamden,
991 Hartford, Hebron, Killingworth, Lyme, Madison, Manchester,
992 Marlborough, Meriden, Middlefield, Middletown, Milford, New
993 Britain, New Haven, Newington, North Branford, North Haven, Old
994 Lyme, Old Saybrook, Orange, Plainville, Plymouth, Portland, Rocky
995 Hill, Simsbury, Somers, South Windsor, Southington, Suffield, Tolland,
996 Vernon, Wallingford, West Hartford, West Haven, Westbrook,
997 Wethersfield, Windsor, Windsor Locks and Woodbridge;

998 [(12)] (10) "I-395 corridor" and "I-395 TIA" means the following
999 towns and the roads, highways, bridges, waterways, ports and airports
1000 in such towns: Ashford, Bozrah, Brooklyn, Canterbury, Chaplin,
1001 Colchester, Columbia, Coventry, East Lyme, Eastford, Franklin,
1002 Griswold, Groton, Hampton, Killingly, Lebanon, Ledyard, Lisbon,
1003 Mansfield, Montville, New London, North Stonington, Norwich,
1004 Plainfield, Pomfret, Preston, Putnam, Salem, Scotland, Sprague,
1005 Stafford, Sterling, Stonington, Thompson, Union, Voluntown,
1006 Waterford, Willington, Windham and Woodstock;

1007 [(13)] (11) "Southeast corridor" and "Southeast corridor TIA" means
1008 the following towns and the roads, highways, bridges, waterways,
1009 ports and airports in such towns: Bozrah, Chester, Clinton, Colchester,

1010 Deep River, East Lyme, Essex, Franklin, Griswold, Groton,
1011 Killingworth, Ledyard, Lisbon, Lyme, Montville, New London, North
1012 Stonington, Norwich, Old Lyme, Old Saybrook, Preston, Salem,
1013 Sprague, Stonington, Voluntown, Waterford and Westbrook; and

1014 [(14)] (12) "Modal" means a mode of transportation, and
1015 "multimodal" means two or more modes of transportation.

1016 (b) As used in this subsection and sections 13b-57h, as amended by
1017 this act, [to 13b-57k, inclusive] 13b-57i, 13b-212d and 14-270e:

1018 [(1) "TSB project" means any planning, capital or operating project
1019 recommended by the board in its strategy;]

1020 [(2)] (1) "Economic development plan" means a comprehensive plan
1021 describing (A) existing economic development projects, and (B)
1022 proposed economic development projects for which a letter of
1023 commitment has been issued by the Department of Economic and
1024 Community Development; and

1025 [(3)] (2) "Economic development project" means any project, as
1026 defined in subsection (d) of section 32-23d, which is to be used or
1027 occupied by any person for (A) manufacturing, industrial, research,
1028 office or product warehousing or distribution purposes or hydroponic
1029 or aquaponic food production purposes and which the authority
1030 determines will tend to maintain or provide gainful employment,
1031 maintain or increase the tax base of the economy, or maintain, expand
1032 or diversify industry in the state, or (B) controlling, abating, preventing
1033 or disposing land, water, air or other environmental pollution,
1034 including without limitation thermal, radiation, sewage, wastewater,
1035 solid waste, toxic waste, noise or particulate pollution, except
1036 resources recovery facilities, as defined in section 22a-219a, used for
1037 the principal purpose of processing municipal solid waste and which
1038 are not expansions or additions to resources recovery facilities
1039 operating on July 1, 1990, or (C) the conservation of energy or the
1040 utilization of cogeneration technology or solar, wind, hydro, biomass
1041 or other renewable sources to produce energy for any industrial or

1042 commercial application, or (D) any other purpose which the authority
1043 determines will materially contribute to the economic base of the state
1044 by creating or retaining jobs, promoting the export of products or
1045 services beyond state boundaries, encouraging innovation in products
1046 or services, or otherwise contributing to, supporting or enhancing
1047 existing activities that are important to the economic base of the state.

1048 Sec. 19. Section 13b-78k of the general statutes is repealed and the
1049 following is substituted in lieu thereof (*Effective July 1, 2011*):

1050 As used in this section, sections 13b-57m, as amended by this act,
1051 and 13b-57q to 13b-57s, inclusive, as amended by this act, subsections
1052 (a), (b) and (c) of section 13b-57t, sections 13b-74 and 13b-78l to 13b-
1053 78o, inclusive, as amended by this act, and section 46 of public act 05-3
1054 of the June special session:

1055 (1) "New Haven Line" means the rail passenger service operated
1056 between New Haven and intermediate points and Grand Central
1057 station, including the Danbury, Waterbury and New Canaan branch
1058 lines.

1059 [(2) "New Haven Line revitalization account" means the account
1060 established by subsection (b) of section 13b-78m.]

1061 [(3)] (2) "New Haven Line revitalization program" means the design,
1062 development, construction and acquisition of maintenance facilities,
1063 rail cars and related equipment for use on the New Haven Line, as
1064 specified in subdivisions (1) and (2) of section 13b-78l, as amended by
1065 this act.

1066 [(4)] (3) "Transportation Strategy Board projects account" means the
1067 account created by subsection (a) of section 13b-57r, as amended by
1068 this act.

1069 [(5)] (4) "Transportation system improvement" means: (1) Projects
1070 included in the state-wide transportation improvement program, (2)
1071 funded and unfunded projects included in regional transportation
1072 improvement plans, or (3) projects identified in subsection (h) of

1073 section 13b-57.

1074 Sec. 20. Section 13b-79t of the general statutes is repealed and the
1075 following is substituted in lieu thereof (*Effective July 1, 2011*):

1076 The Department of Transportation may solicit bids or qualifications
1077 for equipment, materials or services for a project funded pursuant to
1078 subsection (a) of section 3-20a, subsection (c) of section 4-66c,
1079 subdivision (4) of subsection (a) of section 13b-57d, as amended by this
1080 act, [sections 13b-57e and 13b-57g, subsection (a) of section 13b-57j,
1081 subsection (b) of section 13b-57l,] section 13b-61a, subdivision (3) of
1082 section 13b-78k, as amended by this act, section 13b-78n, subsection (a)
1083 of section 13b-78p, sections 13b-79o to 13b-79z, inclusive, [or 32-6k,] or
1084 sections 19, 24, 25 or 33 to 35, inclusive, of public act 06-136 at any time
1085 in the fiscal year, notwithstanding the fact that all required funds may
1086 not be available for the expenditure until later in the same or
1087 succeeding fiscal year.

1088 Sec. 21. Subsection (a) of section 13b-79z of the general statutes is
1089 repealed and the following is substituted in lieu thereof (*Effective July*
1090 *1, 2011*):

1091 (a) On or before December 1, 2007, and annually thereafter, the
1092 Secretary of the Office of Policy and Management, after consultation
1093 with the Commissioner of Transportation, [and the board,] shall
1094 submit a report to the Governor and to the General Assembly on the
1095 implementation status of the projects funded under subsection (a) of
1096 section 3-20a, subsection (c) of section 4-66c, subdivision (4) of
1097 subsection (a) of section 13b-57d, as amended by this act, [sections 13b-
1098 57e and 13b-57g, subsection (a) of section 13b-57j, subsection (b) of
1099 section 13b-57l,] section 13b-61a, subdivision (3) of section 13b-78k, as
1100 amended by this act, section 13b-78n, subsection (a) of section 13b-78p,
1101 sections 13b-79o to 13b-79z, inclusive, as amended by this act, or [32-
1102 6k,] sections 19, 24, 25 or 33 to 35, inclusive, of public act 06-136 or
1103 special act 05-4 of the June special session. Such report shall include
1104 the status, including the financial status, of each project, the project
1105 schedules and anticipated completion dates, an explanation of any

1106 obstacles to completing such projects and any planned revisions to
1107 such projects.

1108 Sec. 22. Subsection (b) of section 15-101mm of the general statutes is
1109 repealed and the following is substituted in lieu thereof (*Effective July*
1110 *1, 2011*):

1111 (b) The Bradley Board of Directors shall consist of [seven] six
1112 members, appointed as follows: The Commissioner of Transportation
1113 and the Commissioner of Economic and Community Development,
1114 each serving ex-officio, [a representative appointed by the speaker of
1115 the House of Representatives from the Connecticut Transportation
1116 Strategy Board, created by section 13b-57e,] a representative appointed
1117 by the minority leader of the House of Representatives from among
1118 the members of the Bradley International Community Advisory Board,
1119 as created by section 15-101pp and three private sector members
1120 appointed as follows: (A) The Governor shall appoint one member,
1121 who shall be the chairperson, and whose first term shall expire on June
1122 30, 2005, (B) the president pro tempore of the Senate shall appoint one
1123 member whose first term shall expire on June 30, 2005, (C) the minority
1124 leader of the Senate shall appoint one member whose first term shall
1125 expire on June 30, 2005. The term of office of each successor shall be
1126 four years.

1127 Sec. 23. Section 15-101nn of the general statutes is repealed and the
1128 following is substituted in lieu thereof (*Effective July 1, 2011*):

1129 The Bradley Board of Directors shall have the duty and authority to:
1130 (1) In consultation with the Commissioner of Transportation, develop
1131 an organizational and management structure that will best accomplish
1132 the goals of Bradley International Airport; (2) approve the annual
1133 capital and operating budget of Bradley International Airport; (3) [act
1134 in cooperation with the Connecticut Transportation Strategy Board,
1135 created pursuant to section 13b-57e; (4)] advocate for Bradley
1136 International Airport's interests and ensure that Bradley International
1137 Airport's potential as an economic development resource for the state
1138 and region are fully realized; [(5)] (4) ensure that an appropriate

1139 mission statement and set of strategic goals for Bradley International
1140 Airport are established and that progress toward accomplishing the
1141 mission and strategic goals is regularly assessed; [(6)] (5) approve
1142 Bradley International Airport's master plan; [(7)] (6) establish and
1143 review policies and plans for marketing the airport and for
1144 determining the best use of airport property; [(8)] (7) ensure
1145 appropriate independent expertise is available to advise the Bradley
1146 Board of Directors, particularly in the areas of strategy and marketing
1147 and select consultants as necessary, for purposes related to strategy
1148 and marketing, pursuant to procedures established by the board; [(9)]
1149 (8) ensure customer service standards, performance targets and
1150 performance assessment systems are established for the airport
1151 enterprise; [(10)] (9) approve community relations policies and ensure
1152 that the community advisory board, created pursuant to section 15-
1153 101pp, operates effectively to ensure that community comment and
1154 information is regularly and fully considered in decisions related to
1155 Bradley International Airport; [(11)] (10) create a code of conduct for
1156 the Bradley Board of Directors consistent with part I of chapter 10;
1157 [(12)] (11) report to the Governor and the General Assembly on an
1158 annual basis; [(13)] (12) establish procedures to review significant
1159 contracts, other than collective bargaining agreements, relating to the
1160 operation of Bradley International Airport prior to approval, which
1161 procedures shall require completion of each such review no later than
1162 ten business days after the board receives the contract; and [(14)] (13)
1163 adopt rules for the conduct of its business which shall not be
1164 considered regulations, as defined in subdivision (13) of section 4-166.

1165 Sec. 24. Subsection (b) of section 32-1o of the general statutes is
1166 repealed and the following is substituted in lieu thereof (*Effective July*
1167 *1, 2011*):

1168 (b) In developing the plan, the Commissioner of Economic and
1169 Community Development shall:

1170 (1) Ensure that the plan is consistent with (A) the text and locational
1171 guide map of the state plan of conservation and development adopted

1172 pursuant to chapter 297, and (B) the long-range state housing plan
1173 adopted pursuant to section 8-37t; [, and (C) the transportation
1174 strategy adopted pursuant to section 13b-57g;]

1175 (2) Consult regional councils of governments, regional planning
1176 organizations, regional economic development agencies, interested
1177 state and local officials, entities involved in economic and community
1178 development, stakeholders and business, economic, labor, community
1179 and housing organizations;

1180 (3) Consider (A) regional economic, community and housing
1181 development plans, and (B) applicable state and local workforce
1182 investment strategies;

1183 (4) Assess and evaluate the economic development challenges and
1184 opportunities of the state and against the economic development
1185 competitiveness of other states and regions; and

1186 (5) Host regional forums to provide for public involvement in the
1187 planning process.

1188 Sec. 25. Section 13b-78l of the general statutes is repealed and the
1189 following is substituted in lieu thereof (*Effective July 1, 2011*):

1190 The Commissioner of Transportation shall:

1191 (1) Acquire not less than three hundred forty-two self-propelled rail
1192 cars for use on the New Haven Line;

1193 (2) Design and construct rail maintenance facilities to support the
1194 self-propelled rail cars;

1195 (3) Design and construct operational improvements to Interstate 95
1196 between Greenwich and North Stonington;

1197 (4) Purchase twenty-five transit buses; and

1198 (5) In consultation with [the Transportation Strategy Board and]
1199 cognizant metropolitan planning organizations, regional planning

1200 agencies, regional councils of elected officials and regional councils of
1201 governments, evaluate, design and construct transportation system
1202 improvements other than projects on Interstate 95.

1203 Sec. 26. Section 13b-78o of the general statutes is repealed and the
1204 following is substituted in lieu thereof (*Effective July 1, 2011*):

1205 Not later than September first of each year, the Commissioner of
1206 Transportation shall report to the Governor [, the Transportation
1207 Strategy Board] and, in accordance with section 11-4a, the joint
1208 standing committees of the General Assembly having cognizance of
1209 matters relating to transportation and to finance, revenue and bonding
1210 concerning (1) the status, including the financial status, of the New
1211 Haven Line revitalization program defined in section 13b-78k, as
1212 amended by this act; (2) the capital needs of the passenger rail services
1213 in the state; and (3) the status, including the financial status, of the
1214 projects specified in section 13b-78l, as amended by this act.

1215 Sec. 27. Section 13b-79s of the general statutes is repealed and the
1216 following is substituted in lieu thereof (*Effective July 1, 2011*):

1217 The Secretary of the Office of Policy and Management shall (1) in
1218 consultation with the Commissioners of Transportation, Economic and
1219 Community Development and Environmental Protection, ensure the
1220 coordination of state and regional transportation planning with other
1221 state planning efforts, including, but not limited to, economic
1222 development and housing plans; (2) coordinate interagency policy and
1223 initiatives concerning transportation; and (3) in consultation with the
1224 Commissioner of Transportation, evaluate transportation initiatives
1225 and proposed expenditures. [; and (4) coordinate staff and consultant
1226 services for the Transportation Strategy Board.]

1227 Sec. 28. Subsection (b) of section 16a-35c of the general statutes is
1228 repealed and the following is substituted in lieu thereof (*Effective July*
1229 *1, 2011*):

1230 (b) The Secretary of the Office of Policy and Management, in

1231 consultation with the Commissioners of Economic and Community
 1232 Development, Environmental Protection, Public Works, Agriculture,
 1233 Transportation, [the chairman of the Transportation Strategy Board,]
 1234 the regional planning agencies in the state and any other persons or
 1235 entities the secretary deems necessary shall develop recommendations
 1236 for delineation of the boundaries of priority funding areas in the state
 1237 and for revisions thereafter. In making such recommendations the
 1238 secretary shall consider areas designated as regional centers, growth
 1239 areas, neighborhood conservation areas and rural community centers
 1240 on the state plan of conservation and development, redevelopment
 1241 areas, distressed municipalities, as defined in section 32-9p; targeted
 1242 investment communities, as defined in section 32-222; public
 1243 investment communities, as defined in section 7-545, enterprise zones,
 1244 designated by the Commissioner of Economic and Community
 1245 Development under section 32-70, and corridor management areas
 1246 identified in the state plan of conservation and development, [and the
 1247 principles of the Transportation Strategy Board approved under
 1248 section 13b-57h.] The secretary shall submit the recommendations to
 1249 the Continuing Legislative Committee on State Planning and
 1250 Development established pursuant to section 4-60d for review when
 1251 the state plan of conservation and development is submitted to such
 1252 committee in accordance with section 16a-29. The committee shall
 1253 report its recommendations to the General Assembly at the time said
 1254 state plan is submitted to the General Assembly under section 16a-30.
 1255 The boundaries shall become effective upon approval of the General
 1256 Assembly.

1257 Sec. 29. Subdivision (28) of subsection (d) of section 2c-2b and
 1258 sections 13b-57e, 13b-57g, 13b-57j to 13b-57l, inclusive, 13b-79x and 32-
 1259 6k of the general statutes are repealed. (*Effective July 1, 2011*)

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2011</i>	13b-78m
Sec. 2	<i>July 1, 2011</i>	13b-57f
Sec. 3	<i>July 1, 2011</i>	13b-57h(a)

Sec. 4	July 1, 2011	13b-57m
Sec. 5	July 1, 2011	13b-57q
Sec. 6	July 1, 2011	13b-57r
Sec. 7	July 1, 2011	13b-79p
Sec. 8	July 1, 2011	13b-79o
Sec. 9	July 1, 2011	13b-61(b)
Sec. 10	July 1, 2011	14-12s
Sec. 11	July 1, 2011	14-41
Sec. 12	July 1, 2011	14-44h(b)
Sec. 13	July 1, 2011	14-49
Sec. 14	July 1, 2011	14-270(d)
Sec. 15	July 1, 2011	14-47
Sec. 16	July 1, 2011	13b-11a(e)
Sec. 17	July 1, 2011	13b-51a(a)
Sec. 18	July 1, 2011	13b-57d
Sec. 19	July 1, 2011	13b-78k
Sec. 20	July 1, 2011	13b-79t
Sec. 21	July 1, 2011	13b-79z(a)
Sec. 22	July 1, 2011	15-101mm(b)
Sec. 23	July 1, 2011	15-101nn
Sec. 24	July 1, 2011	32-1o(b)
Sec. 25	July 1, 2011	13b-78l
Sec. 26	July 1, 2011	13b-78o
Sec. 27	July 1, 2011	13b-79s
Sec. 28	July 1, 2011	16a-35c(b)
Sec. 29	July 1, 2011	Repealer section

Statement of Legislative Commissioners:

Section 7 was expanded to include section 13b-79p in its entirety, sections 16 to 28, inclusive, were added for the purpose of deleting references to repealed sections and to the Transportation Strategy Board contained in said sections, and sections 13b-79x and 32-6k, and subdivision (28) of subsection (d) of section 2c-2b of the general statutes were repealed for such purpose.

TRA *Joint Favorable Subst.-LCO*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 12 \$	FY 13 \$
Department of Motor Vehicles	TF - Revenue Gain	\$23.8 million	\$24.8 million
Department of Transportation	TF - Revenue Gain	300,000	300,000
Policy & Mgmt., Off.	Transportation Strategy Board Projects Account - Revenue Loss	300,000	300,000

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill results in a revenue gain to the Special Transportation Fund (STF) of \$24.1 million in FY 12 and \$25.1 million in FY 13 and a revenue loss to the Transportation Strategy Board Projects account of \$300,000 in each fiscal year. The table below provides a breakdown of the revenue gain to the STF.

Special Transportation Fund Revenue Changes				
Amounts in Millions \$				
<u>Bill</u>			<u>FY12</u>	<u>FY13</u>
<u>Section</u>	<u>Revenue Changes</u>			
	Motor Vehicle Receipts			
11, 12, 13, 15	- Raise various biennial registration fees		\$10.0	\$10.0
11, 12	- Raise driver's license fees by \$6 and \$10 respectively		<u>3.1</u>	<u>3.1</u>
	Total Motor Vehicle Receipts		\$13.1	\$13.1
	License, Permits and Fees			
11, 12	- Implement a license renewal fee of \$25		\$2.2	\$2.2
10	- Electronic Vehicle VIN inspections fee of \$10		5.5	5.5
14, 15	- Increase permit fees for overweight/oversize vehicles		<u>3.0</u>	<u>4.0</u>
	Total License, Permits and Fees		\$10.7	\$11.7
	Transfers-Other			
2 - 8, & 16 - 29	- Reduce annual transfer to Transportation Strategy Board Account from \$15.3 million to \$15 million and eliminates the Transportation Strategy Board		<u>\$0.3</u>	<u>\$0.3</u>
	Total Special Transportation Fund Revenue Gain		\$24.1	\$25.1

The bill eliminates the transfer to the New Haven Line Revitalization Account¹ and adjusts the fare increase date to reflect revised delivery of railcars. The table below is the anticipated revenue from the scheduled fare increases adjusted for the new implementation dates.

¹ The separate non-lapsing restricted capital project account in the Special Transportation Fund was created in 2005 as part of the legislation providing funding for the New Haven Line revitalization project. The project encompasses the purchase of new rail cars for the New Haven Line, the new rail maintenance facility in New Haven, and related equipment acquisition.

Fare Increase Revenue New Haven Line (\$ Millions)	
<u>Fiscal Year</u>	<u>Amount of increase</u>
FY 12	\$1.0
FY 13	3.4
FY 14	4.9
FY 15	6.3
FY 16	7.8
FY 17	9.3
FY 18	10.9

The Out Years

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

OLR Bill Analysis**HB 6394*****AN ACT CONCERNING FARE INCREASES ON THE NEW HAVEN LINE, FEE INCREASES FOR THE REGISTRATION OF MOTOR VEHICLES AND THE ELIMINATION OF THE TRANSPORTATION STRATEGY BOARD.*****SUMMARY:**

This bill increases, from 1% to 1.25%, a fare increase scheduled to begin January 1, 2012 for trips on the New Haven line starting or ending in the state, and extends, by two years, the length of time that 1% annual fare increases will occur.

It eliminates the Transportation Strategy Board (TSB) but retains TSB projects and its project account. It requires that certain funds be credited to the Special Transportation Fund, raises a number of motor vehicle fees, and makes conforming changes.

EFFECTIVE DATE: July 1, 2011

§ 1 — NEW HAVEN LINE FARE INCREASES

This bill restructures scheduled fare increases for trips on the New Haven Line starting or ending in Connecticut. Under current law, the fare increases by 1% over the existing fare each January 1 from 2012 through 2016. The bill instead increases the fare by 1.25% for the calendar year starting January 1, 2012, and extends the annual 1% fare increase through 2018. It eliminates the New Haven Line revitalization account into which the revenue from the increases was to be deposited. The account is within the Special Transportation Fund (STF).

§§ 2-8 & 16-29 — TRANSPORTATION STRATEGY BOARD ELIMINATED

It eliminates the Transportation Strategy Board (TSB) and makes conforming changes but retains the board's projects account, which

funds TSB projects, within the STF. It also retains the TSB projects enumerated by law and the five Transportation Investment Areas (TIAs). It eliminates a requirement that the Office of Policy and Management secretary, when developing recommendations to delineate the boundaries of priority funding areas, consider, among other things, certain TSB principles.

Under current law, the state treasurer must transfer \$15,300,000 annually through FY 15 from the STF to the TSB projects account. Starting in FY 16 and each fiscal year thereafter, the treasurer must transfer \$300,000 from STF to the account. The bill instead requires the treasurer to annually transfer \$15 million from STF to the projects account from FY 12 through FY 15 and eliminates the transfers scheduled to start in FY 16.

§ 9 — SPECIAL TRANSPORTATION FUND

By law, certain revenue derived from motor vehicle receipts and other sources must be credited to the STF. The bill specifies, starting July 1, 2011, that this includes all money the law requires be credited to the STF from the petroleum products gross earnings sales tax. The bill also requires crediting to the STF (1) motor vehicle sales tax revenue; (2) funds the law requires be transferred to the STF from the General Fund; and (3) any other funds the law requires be deposited, transferred, or paid into the STF, other than the proceeds of bonds, other state securities, or federal grants.

§ 10-15 — CHANGES IN FEES AND FEE INCREASES

The bill requires the Department of Motor Vehicles (DMV) commissioner to charge a \$10 administrative fee, in addition to any other fee prescribed, for any motor vehicle transaction involving an electronic inspection of a manufacturer's vehicle identification number (VIN). Under current law, the commissioner must charge this administrative fee in addition to the fee to register certain vehicles, including those whose VINs have passed inspection.

It imposes a \$25 late fee for drivers who fail to renew a driver's

license or commercial driver's license (CDL) on time. It increases various fees, including those for driver's licenses, CDLs, and motor vehicle registrations, as follows:

Fee	Statutory Citation	Current Law	Under the Bill
Driver's License	§ 14-41 (b)	\$44 (4-year license) \$66 (6-year license) \$11 (per year, or part of a year)	\$48 (4-year license) \$72 (6-year license) \$12 (per year, or part of a year)
Driver's License (Late Fee)	§ 14-41 (c)	None	\$25
CDL	§ 14-44h (b)	\$15/year or part of a year	\$17.50/year or part of a year
CDL Late Fee	§ 14-44h (b)	None	\$25
Registration-Passenger Vehicle	§ 14-49 (a)	\$75 (biennial)	\$80 (biennial)
Registration-Passenger Vehicle, age 65 and over	§14-49 (a)	\$38/one year \$75/biennial	\$40/one year \$80/biennial
Registration – special number plates	§ 14-49 (a)	\$75/biennial	\$80/biennial
Registration-Motorcycle	§ 14-49 (b)	\$40/biennial \$56/with sidecar	\$42/biennial \$60/with sidecar
Registration-Taxi, Livery	§ 14-49 (c)	\$250/biennial	\$266/biennial
Registration-Motor Bus	§ 14-49 (d)	\$53	\$56
Registration – Multi-state motor buses	§ 14-49 (d)	\$39, in addition to \$1.25/hundredweight	\$42, in addition to \$1.25/hundred weight
Registration – Combination Passenger	§ 14-49 (e)	\$83/biennial	\$88/biennial
Registration – Type I School Bus	§ 14-49 (e)	\$100	\$107
Registration – Type II School Bus	§ 14-49 (e)	\$60	\$64
Registration – Passenger, combination plate, more than 10 passengers, or pick-up under 12,500 lbs not used for	§ 14-49 (e)	\$13/biennial in addition to fee charged for commercial registration under § 14-47	\$14/biennial in addition to fee charged for commercial registration under § 14-47

commercial purposes			
Registration – Electric motor vehicle	§ 14-49 (f)	\$18	\$19
Registration – Motorcycles owned by dealer	§ 14-49 (g)	\$35	\$37
Registration – minimum fee for commercial vehicle w/o pneumatic tires	§ 14-49 (h)	\$56	\$60
Transfer of registration	§ 14-49 (i)	\$20	\$21
Registration - Hearse	§ 14-49 (k)	\$35	\$37
Registration – Truck used within Industrial Plant	§ 14-49 (l)	\$28	\$30
Registration – Camping Trailer	§ 14-49 (m) (1)	\$18	\$19
Registration – Heavy Duty Trailer, Crane etc.	§ 14-49 (m) (2)	\$306	\$326
Temporary Registration, non-commercial	§ 14-49 (n)	\$20/10-day period	\$21/10-day period
Temporary Registration – Commercial Vehicle, less than 6,000 lbs.	§ 14-49 (n)	\$25/10-day period	\$27/10-day period
Temporary Registration – Commercial Vehicle, more than 6,000 lbs.	§ 14-49 (n)	\$46/10-day period	\$49/10-day period
Registration –Service Bus, transporting for free	§ 14-49 (p)	\$200/biennial (16 or fewer passengers) \$700/biennial (more than 16 passengers)	\$213/biennial (16 or fewer passengers) \$747/biennial (more than 16 passengers)
Registration – Service Buses, owned by nonprofit charitable org. used exclusively for org. purposes	§ 14-49 (p)	\$150/biennial (16 or fewer passengers) \$500/biennial (more than 16 passengers)	\$160/biennial (16 or fewer passengers) \$533/biennial (more than 16 passengers)
Registration – Farm vehicles	§ 14-49 (q)	\$28 /biennial	\$30/biennial
Special Number Plate Fee	§ 14-49 (s)	\$65	\$69

Registration - Camper	§ 14-49 (t)	\$70/biennial	\$75/biennial
Learner's Permit Renewal	§14- 49 (v)	\$18	\$19
Motorcycle Training Permit Renewal	§ 14- 49 (v)	\$15	\$16
Registration – High Mileage Vehicle	§ 14-49 (x)	\$44	\$47
Special Use Registration, less than 30 days	§ 14-49 (y)	\$20	\$21
Non-conforming vehicles*	§ 14-270 (d)	\$23/permit \$3 additional transmittal fee /permit	\$152.30/permit \$5 additional transmittal fee/permit
Commercial registration, tractor w/pneumatic tires	§ 14-47 (b)	\$44 minimum	\$47 minimum
Registration – artesian well drilling equipment	§ 14-47 (c)	\$46	\$49
Registration – vehicle w/wood saw or spraying rigs	§ 14-47 (d)	\$25	\$27
Registration – misc. commercial vehicles	§ 14-47(e)	\$56 minimum	\$60 minimum

*Under the bill, DMV must also charge an additional engineering fee for permits for non-conforming vehicles as follows:

1. \$50 for a single-unit vehicle;
2. \$100 for a vehicle (a) weighing 160,000 pounds or more, (b) 15 feet wide, (c) 15 feet high, or (d) 130 feet long; and
3. \$200 for vehicle combinations weighing at least 200,000 pounds.

It is not clear if the additional \$100 fee, as described in #2, above, is to be charged to vehicles that exceed the listed width, height, and length.

BACKGROUND

Transportation Strategy Board

The Transportation Strategy Board is a quasi-public agency within the Office of Policy and Management for administrative purposes only. Its members include representatives of the five state TIAs, various state agency commissioners or their designees, and five private sector members with expertise in various areas. It was created in 2001 to propose a transportation strategy to the legislature for its approval. It submitted its initial strategy to the legislature in 2002, and must review and revise it every four years (CGS § 13b-57e).

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 30 Nay 6 (03/18/2011)