



House of Representatives

General Assembly

File No. 470

January Session, 2015

Substitute House Bill No. 6816

House of Representatives, April 7, 2015

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 THE CONNECTICUT PORT AUTHORITY.

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

1 Section 1. (NEW) (*Effective July 1, 2015*) (a) There is hereby
2 established and created a body politic and corporate, constituting a
3 public instrumentality and political subdivision of the state of
4 Connecticut established and created for the performance of an
5 essential public and governmental function, to be known as the
6 Connecticut Port Authority. The authority shall not be construed to be
7 a department, institution or agency of the state. The purposes of the
8 Connecticut Port Authority shall be to coordinate port development,
9 with a focus on private and public investments, pursue federal and
10 state funds for dredging and other infrastructure improvements to
11 increase cargo movement through Connecticut ports, market the
12 advantages of such ports to the domestic and international shipping
13 industry, coordinate the planning and funding of capital projects
14 promoting the development of such ports and develop strategic
15 entrepreneurial initiatives that may be available to the state. The

16 authority is authorized and empowered to:

17 (1) Have perpetual succession as a body politic and corporate and to
18 adopt bylaws for the regulation of its affairs and the conduct of its
19 business;

20 (2) Adopt an official seal and alter the same at pleasure;

21 (3) Maintain an office at such place or places as it may designate;

22 (4) Sue and be sued in its own name, and plead and be impleaded;

23 (5) Develop an organizational and management structure that will
24 best accomplish the goals of the authority concerning Connecticut
25 ports;

26 (6) Create a code of conduct for the board of directors of the
27 authority consistent with part I of chapter 10 of the general statutes;

28 (7) Adopt rules for the conduct of its business, which shall not be
29 considered regulations as defined in subdivision (13) of section 4-166
30 of the general statutes;

31 (8) Adopt an annual budget and plan of operations, including a
32 requirement of board approval before the budget or plan may take
33 effect;

34 (9) Employ such assistants, agents and other employees as may be
35 necessary or desirable to carry out its purposes, which employees shall
36 be exempt from the classified service and shall not be employees, as
37 defined in subsection (b) of section 5-270 of the general statutes, to fix
38 their compensation, to establish and modify personnel procedures as
39 may be necessary from time to time, and to negotiate and enter into
40 collective bargaining agreements with labor unions, except, for
41 purposes of group welfare benefits and retirement, including, but not
42 limited to, those provided under chapter 66 of the general statutes and
43 sections 5-257 and 5-259 of the general statutes, the officers and all
44 other employees of the authority shall be state employees. The

45 authority shall reimburse the appropriate state agencies for all costs
46 incurred by such designation; and

47 (10) Invest in, acquire, lease, purchase, own, manage, hold and
48 dispose of real property and lease, convey or deal in or enter into
49 agreements with respect to such property on any terms necessary or
50 incidental to carrying out the purposes of sections 1 to 6, inclusive, of
51 this act, provided such transactions shall not be subject to approval,
52 review or regulation by any state agency pursuant to title 4b of the
53 general statutes or any other provision of the general statutes, except
54 the authority shall not convey fee simple ownership in any property
55 associated with the ports under its jurisdiction and control without the
56 approval of the State Properties Review Board and the Attorney
57 General.

58 (b) The authority shall continue as long as it has bonds or other
59 obligations outstanding and until its existence is terminated by law,
60 provided no such termination shall affect any outstanding contractual
61 obligation of the authority and the state shall succeed to the obligations
62 of the authority under any contract. Upon the termination of the
63 existence of the authority, all its rights and properties shall pass to and
64 be vested in the state of Connecticut.

65 (c) The powers of the authority shall be vested in and exercised by a
66 board of directors, which shall consist of fifteen voting members as
67 follows: (1) The State Treasurer, or the Treasurer's designee, the
68 Commissioner of Energy and Environmental Protection, or the
69 commissioner's designee, the Commissioner of Transportation, or the
70 commissioner's designee, and the Commissioner of Economic and
71 Community Development, or the commissioner's designee, all of
72 whom shall serve ex officio; (2) one appointed by the speaker of the
73 House of Representatives for a term of two years; (3) one appointed by
74 the majority leader of the House of Representatives for a term of two
75 years; (4) one appointed by the minority leader of the House of
76 Representatives for a term of two years; (5) one appointed by the
77 president pro tempore of the Senate for a term of four years; (6) one

78 appointed by the majority leader of the Senate for a term of four years;
79 (7) one appointed by the minority leader of the Senate for a term of
80 four years; and (8) five appointed by the Governor, two for a term of
81 four years and three for a term of two years. Thereafter, such members
82 of the General Assembly and the Governor shall appoint members of
83 the board to succeed such appointees whose terms expire and each
84 member so appointed shall hold office for a period of four years from
85 the first day of July in the year of his or her appointment. Appointed
86 members shall have business and management experience and shall
87 include individuals who have experience and expertise in one or more
88 of the following areas: (A) International trade, (B) marine
89 transportation, (C) finance, or (D) economic development. The board
90 of directors shall select the chairperson from among the members of
91 the board, who shall serve for a term of four years. The board of
92 directors shall select a vice-chairperson from among its members and
93 such other officers as it deems necessary.

94 (d) No appointed member of the board of directors may designate a
95 representative to perform his or her respective duties under this
96 section in such member's absence. Any appointed member who fails to
97 attend three consecutive meetings of the board or who fails to attend
98 fifty per cent of all meetings of the board held during any calendar
99 year shall be deemed to have resigned from the board. Any vacancy
100 occurring other than by expiration of term shall be filled not later than
101 thirty days following the occurrence of such vacancy in the same
102 manner as the original appointment for the balance of the unexpired
103 term. The appointing authority for any member may remove such
104 member for inefficiency, neglect of duty or misconduct in office after
105 giving the member a copy of the charges against the member and an
106 opportunity to be heard, in person or by counsel, in the member's
107 defense, upon not less than ten days' notice. If any member shall be so
108 removed, the appointing authority for such member shall file in the
109 office of the Secretary of the State a complete statement of charges
110 made against such member and the appointing authority's findings on
111 such statement of charges, together with a complete record of the
112 proceedings.

113 (e) The members of the board of directors shall appoint an executive
114 director of the authority who shall not be a member of the board and
115 shall serve at the pleasure of the board and receive such compensation
116 as shall be fixed by the board. The executive director shall: (1) Have
117 extensive experience in the development and management of multiuse
118 port operations; (2) be the chief administrative officer of the authority
119 and direct and supervise administrative affairs and technical activities
120 in accordance with the directives of the board; (3) approve all accounts
121 for salaries, allowable expenses of the authority or of any employee or
122 consultant thereof, and expenses incidental to the operation of the
123 authority; (4) perform such other duties as may be directed by the
124 board in carrying out the purposes of this section; (5) be exempt from
125 the classified service; and (6) attend all meetings of the board, keep a
126 record of the proceedings of the authority and shall maintain and be
127 custodian of all books, documents and papers filed with the authority
128 and of the minute book or journal of the authority and of its official
129 seal. The executive director may cause copies to be made of all minutes
130 and other records and documents of the authority and may give
131 certificates under the official seal of the authority to the effect that such
132 copies are true copies, and all persons dealing with the authority may
133 rely upon such certificates.

134 (f) Each member of the board of directors shall serve without
135 compensation, but shall be reimbursed for such member's actual and
136 necessary expenses incurred during the performance of such member's
137 official duties.

138 (g) Members of the board of directors may engage in private
139 employment, or in a profession or business, subject to any applicable
140 laws, rules and regulations of the state regarding official ethics or
141 conflict of interest.

142 (h) Notwithstanding any provision of the general statutes, it shall
143 not constitute a conflict of interest for a trustee, director, partner or
144 officer of any person, firm or corporation, or any individual having a
145 financial interest in a person, firm or corporation, to serve as a member

146 of the board of directors of the authority, provided such trustee,
147 director, partner, officer or individual shall comply with all applicable
148 provisions of chapter 10 of the general statutes.

149 (i) Eight members of the board of directors of the authority shall
150 constitute a quorum for the transaction of any business or the exercise
151 of any power of the authority. For the transaction of any business or
152 the exercise of any power of the authority, and except as otherwise
153 provided in this section, the authority may act by a majority of the
154 members present at any meeting at which a quorum is in attendance.

155 (j) The board may delegate to eight or more members such board
156 powers and duties as it may deem necessary and proper in conformity
157 with the provisions of this section and its bylaws.

158 (k) The initial members of the board may begin service immediately
159 upon appointment, but shall not serve past the sixth Wednesday of the
160 next regular session of the General Assembly unless qualified in the
161 manner provided in section 4-7 of the general statutes. Thereafter, all
162 appointments shall be made with the advice and consent of both
163 houses of the General Assembly, in the manner provided in section 4-
164 19 of the general statutes.

165 (l) On or before December fifteenth of each year, the board shall
166 report, in accordance with the provisions of section 11-4a of the general
167 statutes, to the Governor and the joint standing committees of the
168 General Assembly having cognizance of matters relating to
169 transportation, commerce and the environment, summarizing the
170 authority's activities, disclosing operating and financial statements and
171 recommending legislation to promote the authority's purposes.

172 (m) Not later than seven days after receiving an audit of the
173 authority conducted by an independent auditing firm, the board shall
174 submit, in accordance with the provisions of section 11-4a of the
175 general statutes, to the joint standing committees of the General
176 Assembly having cognizance of matters relating to appropriations,
177 commerce, the environment and transportation a copy of each such

178 audit.

179 Sec. 2. (NEW) (*Effective July 1, 2015*) (a) The Connecticut Port
180 Authority may authorize the issuance of bonds in one or more series
181 and in principal amounts necessary to carry out the purposes of
182 section 1 of this act. Such bonds shall be payable from all or a portion
183 of the revenues of the ports of the state as may be specified in the
184 proceedings authorizing such bonds, and may include, among other
185 types of bonds, special purpose revenue bonds payable solely from
186 revenues derived from special purpose facilities and bonds payable
187 from particular sources of revenues. The authority may request such
188 assistance from the Treasurer as may be necessary or desirable for the
189 issuance by the authority of bonds to finance such projects and other
190 improvements. The expense of such assistance shall be payable from
191 the proceeds of such bonds and the State Treasurer may provide such
192 assistance. The authority may appoint a finance or other committee of
193 the board or one or more officers or employees to serve as the board's
194 authorized delegate in connection with the issuance of bonds pursuant
195 to this section.

196 (b) Bonds issued pursuant to this section shall be obligations of the
197 authority and shall neither be payable from nor charged upon any
198 funds other than the revenues of the authority pledged to the payment
199 thereof, nor shall the state or any political subdivision thereof be
200 subject to any liability thereon except to the extent of such pledged
201 revenues. The issuance of bonds under the provisions of section 1 of
202 this act shall not directly or indirectly or contingently obligate the state
203 or any political subdivision thereof to levy or to pledge any form of
204 taxation whatever therefor or to make any appropriation for their
205 payment. The bonds shall not constitute a charge, lien or encumbrance,
206 legal or equitable, upon any property of the state or of any political
207 subdivision thereof, except the property of the authority or the state
208 mortgaged or otherwise encumbered under the provisions and for the
209 purposes of section 1 of this act. The substance of such limitation shall
210 be plainly stated on the face of each bond. Bonds issued pursuant to
211 sections 2 to 5, inclusive, of this act shall not be subject to any statutory

212 limitation on the indebtedness of the state and such bonds, when
213 issued, shall not be included in computing the aggregate indebtedness
214 of the state in respect to and to the extent of any such limitation.

215 (c) The bonds referred to in this section may be executed and
216 delivered at such time or times, shall be dated, shall bear interest at
217 such rate or rates, including variable rates to be determined in such
218 manner as set forth in the proceedings authorizing the issuance of the
219 bonds, provide for payment of interest on such dates, whether before
220 or at maturity, shall mature at such time or times not exceeding forty
221 years from their date, have such rank or priority, be payable in such
222 medium of payment, be issued in coupon, registered or book entry
223 form, carry such registration and transfer privileges and be subject to
224 purchase or redemption before maturity at such price or prices and
225 under such terms and conditions, including the condition that such
226 bonds be subject to purchase or redemption on the demand of the
227 owner thereof, all as may be determined by the authority. The
228 authority shall determine the form of the bonds, including any interest
229 coupons to be attached thereto, the manner of execution of the bonds,
230 the denomination or denominations of the bonds and the place or
231 places of payment of principal and interest, which may be at any bank
232 or trust company within or without the state. Prior to the preparation
233 of definitive bonds, the authority may, under like restrictions, provide
234 for the issuance of interim receipts or temporary bonds, with or
235 without coupons, exchangeable for definitive bonds when such bonds
236 have been executed and are available for delivery. If any of the officers
237 whose signatures appear on the bonds or coupons cease to be officers
238 before the delivery of any such bonds, such signatures shall,
239 nevertheless, be valid and sufficient for all purposes, the same as if
240 they had remained in office until delivery.

241 (d) Any bonds issued under the authority of sections 2 to 5,
242 inclusive, of this act may be sold at public sale on sealed proposals or
243 by negotiation in such manner, at such price and at such time or times
244 as may be determined by the authority. The authority may pay from
245 the proceeds of the bonds all costs and expenses which the authority

246 may deem necessary or advantageous in connection with the
247 authorization, sale and issuance thereof, including the cost of interest
248 on any short-term financing authorized under subsection (b) of section
249 3 of this act.

250 (e) The principal of and interest on any bonds issued pursuant to
251 this section shall be secured by a pledge of the revenues out of which
252 such bonds shall be made payable. They may be secured by a
253 mortgage covering all or any part of the project from which the
254 revenues so pledged may be derived or by a pledge of one or more
255 leases, sale contracts or loan agreements with respect to such project or
256 by a pledge of one or more notes, debentures, bonds or other secured
257 or unsecured debt obligations of any lessee or contracting party under
258 a loan agreement or sale contract or by a pledge of reserve and sinking
259 funds established pursuant to the resolution authorizing the issuance
260 of the bonds and any other funds and accounts, including proceeds
261 from investment of any of the foregoing, established pursuant to this
262 chapter or the proceedings authorizing the issuance of such bonds, and
263 by moneys paid under a credit facility, including, but not limited to, a
264 letter of credit or policy of bond insurance, issued by a financial
265 institution pursuant to an agreement authorized by such proceedings.

266 (f) The proceedings under which the bonds are authorized to be
267 issued pursuant to this section, and any mortgage given to secure the
268 same, may, subject to the provisions of the general statutes, contain
269 any agreements and provisions customarily contained in instruments
270 securing bonds, including, but not limited to: (1) Provisions respecting
271 custody of the proceeds from the sale of the bonds, including their
272 investment and reinvestment until used for the cost of the project; (2)
273 provisions respecting the fixing and collection of rents or payments
274 with respect to the facilities of the ports of the state and any facility
275 charges; (3) the terms to be incorporated in the lease, sale contract or
276 loan agreement with respect to the project; (4) the maintenance and
277 insurance of the project; (5) the creation, maintenance, custody,
278 investment and reinvestment, and use of the revenues derived from
279 the operation of the ports of the state; (6) establishment of reserves or

280 sinking funds, and such accounts thereunder as may be established by
281 the authority, and the regulation and disposition thereof; (7) the rights
282 and remedies available in case of a default to the bondholders or to
283 any trustee under any lease, sale contract, loan agreement, mortgage or
284 trust indenture; (8) reimbursement agreements, remarketing
285 agreements, standby bond purchase agreements or similar agreements
286 in connection with obtaining any credit or liquidity facilities including,
287 but not limited to, letters of credit or policies of bond insurance and
288 such other agreements entered into pursuant to section 3-20a of the
289 general statutes; (9) provisions for the issuance of additional bonds on
290 a parity with bonds theretofore issued, including establishment of
291 coverage requirements with respect thereto; (10) covenants to do or to
292 refrain from doing such acts and things as may be necessary or
293 convenient or desirable in order to better secure any bonds or to
294 maintain any federal or state exemption from tax of the interest on
295 such bonds; and (11) provisions or covenants of like or different
296 character from the foregoing which are consistent with the provisions
297 of sections 1 to 7, inclusive, of this act and which the authority
298 determines in such proceedings are necessary, convenient or desirable
299 in order to better secure the bonds or bond anticipation notes, or will
300 tend to make the bonds or bond anticipation notes more marketable,
301 and which are in the best interests of the state. The proceedings under
302 which the bonds are authorized, and any mortgage given to secure the
303 same, may further provide that any cash balances not necessary (A) to
304 pay the cost of maintaining, repairing and operating the facilities of the
305 ports of the state, (B) to pay the principal of and interest on the bonds
306 as the same shall become due and payable, and (C) to create and
307 maintain reserve and sinking funds as provided in any authorizing
308 resolution or other proceedings shall be deposited into one or more
309 specifically designated working funds to be held in trust by the
310 authority and applied to future debt service requirements or other
311 airport purposes.

312 (g) In the discretion of the authority, bonds issued pursuant to this
313 section may be secured by a trust indenture by and between the
314 authority and a corporate trustee, which may be any trust company or

315 bank having the powers of a trust company within or without the
316 state. Such trust indenture may contain such provisions for protecting
317 and enforcing the rights and remedies of the bondholders as may be
318 reasonable and proper and not in violation of law, including covenants
319 setting forth the duties of the authority in relation to the exercise of its
320 powers pursuant to sections 1 to 7, inclusive, of this act and the
321 custody, safeguarding and application of all moneys. The authority
322 may provide by such trust indenture for the payment of the proceeds
323 of the bonds and the revenues from the operation of the ports of the
324 state to the trustee under such trust indenture or other depository, and
325 for the method of disbursement thereof, with such safeguards and
326 restrictions as it may determine. All expenses incurred in carrying out
327 such trust indenture may be treated as a part of the operating expenses
328 of the applicable project. If the bonds shall be secured by a trust
329 indenture, the bondholders shall have no authority to appoint a
330 separate trustee to represent them.

331 (h) In connection with the issuance of bonds to finance a project or
332 to refund bonds previously issued by the authority or the state to
333 finance a project, the authority may create and establish one or more
334 reserve funds to be known as special capital reserve funds and may
335 pay into such special capital reserve funds (1) any moneys
336 appropriated and made available by the state for the purposes of such
337 funds, (2) any proceeds of sale of notes or bonds for a project, to the
338 extent provided in the resolution of the authority authorizing the
339 issuance thereof, and (3) any other moneys which may be made
340 available to the authority for the purpose of such funds from any other
341 source or sources. The moneys held in or credited to any special capital
342 reserve fund established under this section, except as hereinafter
343 provided, shall be used solely for the payment of the principal of and
344 interest on, when due, whether at maturity or by mandatory sinking
345 fund installments, on bonds of the authority secured by such capital
346 reserve fund as the same become due, the purchase of such bonds of
347 the authority, the payment of any redemption premium required to be
348 paid when such bonds are redeemed prior to maturity; provided the
349 authority shall have power to provide that moneys in any such fund

350 shall not be withdrawn therefrom at any time in such amount as
351 would reduce the amount of such funds to less than the maximum
352 amount of principal and interest becoming due by reasons of maturity
353 or a required sinking fund installment in the then current or any
354 succeeding calendar year on the bonds of the authority then
355 outstanding or the maximum amount permitted to be deposited in
356 such fund by the Internal Revenue Code of 1986, or any subsequent
357 corresponding internal revenue code of the United States, as from time
358 to time amended, to permit the interest on said bonds to be excluded
359 from gross income for federal tax purposes and secured by such
360 special capital reserve fund, such amount being herein referred to as
361 the "required minimum capital reserve", except for the purpose of
362 paying such principal of, redemption premium and interest on such
363 bonds of the authority secured by such special capital reserve
364 becoming due and for the payment of which other moneys of the
365 authority are not available. The authority may provide that it shall not
366 issue bonds secured by a special capital reserve fund at any time if the
367 required minimum capital reserve on the bonds outstanding and the
368 bonds then to be issued and secured by the same special capital
369 reserve fund at the time of issuance, unless the authority, at the time of
370 the issuance of such bonds, shall deposit in such special capital reserve
371 fund from the proceeds of the bonds so to be issued, or otherwise, an
372 amount which, together with the amount then in such special capital
373 reserve fund, will be not less than the required minimum capital
374 reserve. On or before December first, annually, there is deemed to be
375 appropriated from the state General Fund such sums, if any, as shall be
376 certified by the chairperson or vice chairperson of the authority to the
377 Secretary of the Office of Policy and Management and the Treasurer, as
378 necessary to restore each such special capital reserve fund to the
379 amount equal to the required minimum capital reserve of such fund,
380 and such amounts shall be allotted and paid to the authority. For the
381 purpose of evaluation of any such special capital reserve fund,
382 obligations acquired as an investment for any such fund shall be
383 valued at market. Nothing contained in this section shall preclude the
384 authority from establishing and creating other debt service reserve

385 funds in connection with the issuance of bonds or notes of the
386 authority which are not special capital reserve funds. Subject to any
387 agreement or agreements with holders of outstanding notes and bonds
388 of the authority, any amount or amounts allotted and paid to the
389 authority pursuant to this section shall be repaid to the state from
390 moneys of the authority at such time as such moneys are not required
391 for any other of its corporate purposes and in any event shall be repaid
392 to the state on the date one year after all bonds and notes of the
393 authority theretofore issued on the date or dates such amount or
394 amounts are allotted and paid to the authority or thereafter issued,
395 together with interest on such bonds and notes, with interest on any
396 unpaid installments of interest and all costs and expenses in
397 connection with any action or proceeding by or on behalf of the
398 holders thereof, are fully met and discharged. No bonds secured by a
399 special capital reserve fund shall be issued to pay project costs unless
400 the authority is of the opinion and determines that revenues pledged
401 to secure such bonds shall be sufficient to (A) pay the principal of and
402 interest on the bonds issued to finance the project, (B) establish,
403 increase and maintain any reserves deemed by the authority to be
404 advisable to secure the payment of the principal of and interest on
405 such bonds, (C) pay the cost of maintaining the project in good repair
406 and keeping it properly insured, and (D) pay such other costs of the
407 project as may be required. No bonds secured by a special capital
408 reserve fund shall be issued unless the issuance of such bonds is
409 approved by the Treasurer.

410 (i) Any pledge made by the authority shall be valid and binding
411 from the time when the pledge is made, and the revenues or property
412 so pledged and thereafter received by the authority shall immediately
413 be subject to the lien of such pledge without any physical delivery
414 thereof or further act. The lien of any such pledge shall be valid and
415 binding as against all parties having claims of any kind in tort,
416 contract, or otherwise against the authority, irrespective of whether
417 such parties have notice thereof. Neither the resolution nor any other
418 instrument by which a pledge is created need be recorded.

419 (j) The authority shall have power out of any funds available
420 therefor to purchase bonds or notes of the authority or the state issued
421 pursuant to this section. The authority may hold, pledge, cancel or
422 resell such bonds, subject to and in accordance with agreements with
423 bondholders.

424 (k) Whether or not the notes and bonds are of such form and
425 character as to be negotiable instruments under the terms of the
426 Uniform Commercial Code, the notes and bonds are hereby made
427 negotiable instruments within the meaning of and for all purposes of
428 the Uniform Commercial Code, subject only to the provisions of the
429 notes and bonds for registration.

430 (l) Any moneys held by the authority with respect to the ports of the
431 state or by a trustee pursuant to a trust indenture, subject to the
432 provisions of such indenture, including proceeds from the sale of any
433 bonds and notes, and revenues, receipts and income from the
434 operation of the ports of the state may be invested and reinvested in
435 such obligations, securities and other investments, including, without
436 limitation, participation certificates in the Short Term Investment Fund
437 created in section 3-27a of the general statutes, or deposited or
438 redeposited in such bank or banks, all as shall be authorized by the
439 authority in the proceedings authorizing the issuance of the bonds and
440 notes.

441 (m) For the purposes of sections 1 to 7, inclusive, of this act, the
442 costs of the project payable out of the proceeds of bonds issued
443 pursuant to this section shall include: (1) Expenses and obligations
444 incurred for labor and materials in connection with the construction of
445 the project; (2) the cost of acquiring by purchase, if such purchase shall
446 be deemed expedient, and the amount of any award or final judgment
447 in any proceedings to acquire by condemnation, such land, property
448 rights, rights-of-way, franchises, easements and other interests in land
449 as may be deemed necessary or convenient in connection with such
450 construction or with the operation of the project, and the amount of
451 any damages incident thereto; (3) the costs of all machinery and

452 equipment acquired in connection with the project; (4) reserves for the
453 payment of the principal of and interest on any notes and bonds issued
454 pursuant to this section and interest accruing on any such notes,
455 during construction of the project and for six months after completion
456 of such construction; (5) initial working capital, expenses of
457 administration properly chargeable to the construction or acquisition
458 of the project, legal, architectural and engineering expenses and fees,
459 costs of audits, costs of preparing and issuing any notes and bonds
460 pursuant to this section; and (6) all other items of expense not
461 elsewhere specified incident to the planning, acquisition and
462 construction of the project or of the placing of the same in operation.

463 (n) For purposes of sections 1 to 7, inclusive, of this act, the term
464 "project" shall refer to the renovations and improvements to be
465 acquired and constructed at the ports of the state as may be specified
466 from time to time by the board in a resolution as contemplated by
467 subsection (a) of this section.

468 Sec. 3. (NEW) (*Effective July 1, 2015*) (a) Any bonds issued by the
469 authority under sections 1 to 7, inclusive, of this act and at any time
470 outstanding may at any time be refunded by the authority by the
471 issuance of its refunding bonds in such amounts as the authority may
472 deem necessary, but not exceeding an amount sufficient to refund the
473 principal of the bonds to be so refunded, any unpaid interest thereon
474 and any premiums, related termination payments and commissions
475 necessary to be paid in connection therewith and to pay costs and
476 expenses which the authority may deem necessary or advantageous in
477 connection with the authorization, sale and issuance of refunding
478 bonds. Any such refunding may be effected whether the bonds to be
479 refunded shall have matured or shall thereafter mature. All refunding
480 bonds issued hereunder shall be payable and shall be subject to and
481 may be secured in accordance with the provisions of section 2 of this
482 act.

483 (b) Whenever the authority has adopted a resolution authorizing
484 bonds pursuant to section 2 of this act, the authority may, pending the

485 issue of such bonds, issue temporary notes and any renewals thereof in
486 anticipation of the proceeds from the sale of such bonds, which notes
487 and any renewals thereof shall be designated "Bond Anticipation
488 Notes". Such portion of the proceeds from the sale of such bonds as
489 may be so required shall be applied to the payment of the principal of
490 and interest on any such bond anticipation notes which have been
491 issued. The principal of and interest on any bond anticipation notes
492 issued pursuant to this subsection may be repaid from pledged
493 revenues or other receipts, funds or moneys pledged to the repayment
494 of the bonds in anticipation of which the bond anticipation notes are
495 issued, to the extent not paid from the proceeds of renewals thereof or
496 of the bonds.

497 Sec. 4. (NEW) (*Effective July 1, 2015*) (a) It is hereby determined that
498 the purposes of sections 1 to 7, inclusive, of this act are public purposes
499 and that the authority will be performing an essential governmental
500 function in the exercise of the powers conferred upon it hereunder.
501 The state covenants with the purchasers and all subsequent holders
502 and transferees of notes and bonds issued by the authority under
503 sections 1 to 7, inclusive, of this act in consideration of the acceptance
504 of and payment for the notes and bonds, that the principal and interest
505 of such notes and bonds shall at all times be free from taxation, except
506 for estate and gift taxes, imposed by the state or by any political
507 subdivision thereof but the interest on such notes and bonds shall be
508 included in the computation of any excise or franchise tax. The
509 authority is authorized to include this covenant of the state in any
510 agreement with the holder of such notes or bonds. Any notes or bonds
511 issued by the authority pursuant to sections 1 to 7, inclusive, of this act
512 may be issued on a basis that provides that the interest thereon is
513 intended to be exempt or not to be exempt from federal income
514 taxation, as may be determined by the authority.

515 (b) Bonds issued under the authority of sections 1 to 7, inclusive, of
516 this act are hereby made securities in which all public officers and
517 public bodies of the state and its political subdivisions, all insurance
518 companies, credit unions, building and loan associations, investment

519 companies, banking associations, trust companies, executors,
520 administrators, trustees and other fiduciaries and pension, profit-
521 sharing and retirement funds may properly and legally invest funds,
522 including capital in their control or belonging to them. Such bonds are
523 hereby made securities which may properly and legally be deposited
524 with and received by any state or municipal officer or any agency or
525 political subdivision of the state for any purpose for which the deposit
526 of bonds or obligations of the state is now or may hereafter be
527 authorized by law.

528 Sec. 5. (NEW) (*Effective July 1, 2015*) The state of Connecticut does
529 hereby pledge to and agree with the holders of any bonds and notes
530 issued under sections 1 to 7, inclusive, of this act and with those parties
531 who may enter into contracts with the authority pursuant to the
532 provisions of sections 1 to 7, inclusive, of this act that the state will not
533 limit or alter the rights hereby vested in the authority until such
534 obligations, together with the interest thereon, are fully met and
535 discharged and such contracts are fully performed on the part of the
536 authority, provided nothing contained herein shall preclude such
537 limitation or alteration if and when adequate provision shall be made
538 by law for the protection of the holders of such bonds and notes of the
539 authority or those entering into such contracts with the authority. The
540 authority is authorized to include this pledge and undertaking for the
541 state in such bonds and notes or contracts.

542 Sec. 6. (NEW) (*Effective July 1, 2015*) The Department of Economic
543 and Community Development and the Connecticut Port Authority
544 established pursuant to section 1 of this act may enter into a
545 memorandum of understanding pursuant to which: (1) Administrative
546 support and services, including all staff support necessary for the
547 operations of the authority may be provided by the department, and
548 (2) provision is made for the coordination of management and
549 operational activities that may include: (A) Joint procurement and
550 contracting; (B) the sharing of services and resources; (C) the
551 coordination of promotional activities; and (D) other arrangements
552 designed to enhance revenues, reduce operating costs or achieve

553 operating efficiencies. The terms and conditions of such memorandum
554 of understanding, including provisions with respect to the
555 reimbursement by the authority to the department of the costs of such
556 administrative support and services, shall be as the authority and the
557 department determine to be appropriate. Such memorandum of
558 understanding shall terminate as of June 30, 2017.

559 Sec. 7. (NEW) (*Effective July 1, 2015*) (a) The Connecticut Port
560 Authority and the Commissioner of Transportation shall enter into one
561 or more memoranda of understanding that will facilitate the
562 authority's governance of the ports of the state, and provide for an
563 orderly transition and transfer of ownership, jurisdiction or authority
564 to control, operate and maintain such ports from the Department of
565 Transportation to the authority. Such memoranda of understanding
566 shall include, but not be limited to: (1) Those assets, funds and
567 accounts, contracts and liabilities, powers and duties associated with
568 the ports of the state that will be transferred to the authority, whether
569 by deed, lease, management contract, agency agreement, assignment
570 or assumption, and the manner of such transfer; (2) the time or times
571 when such transfers shall be effective; and (3) the reimbursement to
572 the state for the services provided under any memorandum of
573 understanding. The memoranda of understanding shall provide for
574 the lease, assignment or transfer of ownership, jurisdiction or authority
575 to control the ports, together with all assets, funds and accounts,
576 contracts and liabilities, powers and duties and the manner and timing
577 of any such lease, assignment or transfer. The authority, from time to
578 time, shall advise the Department of Transportation of its readiness to
579 accept any such lease, assignment or transfer in accordance with such
580 memoranda of understanding, and such leases, assignments or
581 transfers shall not be unreasonably delayed or withheld. If any bonds
582 or other obligations issued under any provision of the general statutes
583 for projects or purposes relating to ports remain outstanding, the
584 Treasurer shall also be party to any such memorandum of
585 understanding. Once any such power, duty, asset, fund or account,
586 contract or liability shall have been transferred to the authority, the
587 commissioner shall not thereafter exercise any such power, perform

588 such duty or take action with respect to any such asset, fund or
589 account, contract or liability.

590 (b) No memorandum of understanding entered into between the
591 authority, the commissioner and the Treasurer, if applicable, shall
592 provide for any powers to be ceded to the authority, any duties to be
593 assumed by the authority or any transfer of assets, funds or accounts,
594 contracts or liabilities to the authority if such cession, assumption or
595 transfer shall contravene any contract now extant between the state
596 and any other party including, without limitation, any bonds or other
597 obligations issued pursuant to any provision of the general statutes for
598 projects or purposes relating to ports or any trust indenture or other
599 agreement with respect to such bonds or other obligations. The
600 Treasurer, the commissioner and the authority, and each of them, shall
601 enter into such agreements, amendments, consents, assignments,
602 supplemental indentures and other documents and instruments
603 necessary to provide for such cession, assumption or transfer. The
604 authority may, with the consent and approval of the Treasurer, assume
605 the obligations of the state as issuer of any bonds, notes or other
606 obligations issued under any provision of the general statutes for
607 projects or purposes relating to ports that remain outstanding, and
608 thereafter to indemnify and release the state from all liability and
609 expense relating to such obligations. Any such assumption by the
610 authority and release of the state shall be subject to the terms and
611 provisions of any indenture securing such bonds, notes or other
612 obligations of the state and approval of the State Bond Commission.

613 (c) The authority shall further do all acts and things necessary by
614 federal or state law, rule or regulation or relevant contractual
615 requirements to effect the lease, assignment or transfer of ownership,
616 jurisdiction or authority to control, operate and maintain the ports of
617 the state in the manner deemed by the authority to be in its best
618 interests whether by deed, lease, management contract, agency
619 agreement, assignment or assumption, all to the extent contemplated
620 by such memoranda of understanding. The Department of
621 Transportation shall receive no compensation in consideration of any

622 such leases, assignments or transfers. Upon satisfaction of all such
623 requirements, the authority, from time to time, shall notify the
624 Department of Transportation of its readiness to accept such leases,
625 assignments or transfers with respect to the ports of the state and all
626 documents and contracts necessary to effect such leases, assignments
627 or transfers shall be executed.

628 Sec. 8. Section 3 of public act 14-222 is repealed and the following is
629 substituted in lieu thereof (*Effective July 1, 2015*):

630 (a) The Commissioner of Economic and Community Development,
631 after consultation with the Commissioner of Transportation, the
632 Commissioner of Energy and Environmental Protection, the Secretary
633 of the Office of Policy and Management and the Port Authority
634 Working Group established pursuant to section 2 of [this act] public
635 act 14-222, shall, within available appropriations, (1) develop a plan to
636 transition the maritime functions of the Department of Transportation
637 to the Connecticut Port Authority; (2) review and make
638 recommendations for state policies that affect Connecticut's ports; (3)
639 coordinate state, regional and local efforts to encourage the growth of
640 Connecticut's ports; (4) develop a plan to transition the functions of the
641 Connecticut Maritime Commission to the Connecticut Port Authority
642 after the establishment of the Connecticut Port Authority; (5) develop a
643 plan concerning the bonding authority of the Connecticut Port
644 Authority; (6) develop a proposed business and operating plan for the
645 consideration of the board of directors of the Connecticut Port
646 Authority upon its creation; and (7) prepare and submit, on or before
647 March 1, 2015, a report of activities, findings and recommendations
648 concerning the establishment of the Connecticut Port Authority to the
649 Governor and the joint standing committees of the General Assembly
650 having cognizance of matters relating to commerce, transportation and
651 the environment, in accordance with the provisions of section 11-4a of
652 the general statutes.

653 (b) On and after July 1, 2016, no further actions shall be required
654 pursuant to this section.

655 Sec. 9. Section 13b-53 of the general statutes is repealed and the
656 following is substituted in lieu thereof (*Effective July 1, 2015*):

657 The [commissioner] executive director of the Connecticut Port
658 Authority may, on behalf of the state, acquire, own, construct,
659 maintain or operate, upon, at or near the seaboard or any navigable
660 waterway, land, or any harbor, wharf, dock, pier, quay, canal, slip or
661 basin, or any appropriate harbor facility, shed, warehouse of any kind,
662 vault, railroad track, yard, terminal or equipment, or such other facility
663 related to the transportation of goods or people by water as [he] the
664 executive director deems necessary to the fulfillment of the purposes
665 of this chapter. The [commissioner] executive director, with the
666 approval of the State Properties Review Board, the Office of Policy and
667 Management and the Attorney General, may lease or grant any interest
668 at the State Pier in New London or any navigation property owned or
669 under the control of the [Department of Transportation] Connecticut
670 Port Authority to any person and in any manner, as [he] the executive
671 director deems appropriate, except that after initiating such approval,
672 the [commissioner] executive director may temporarily lease any such
673 interest with the approval of the Secretary of the Office of Policy and
674 Management. A temporary lease shall be effective only until a final
675 decision is made by the Office of Policy and Management, the State
676 Properties Review Board and the Attorney General. Leases of land of
677 the state shall be for periods determined by the [commissioner]
678 executive director with the approval of the State Properties Review
679 Board and may provide for the construction of buildings on the land.
680 The [commissioner] executive director may confer the privilege of
681 concessions of supplying, upon such facilities, goods, commodities,
682 service and facilities.

683 Sec. 10. Section 13b-54 of the general statutes is repealed and the
684 following is substituted in lieu thereof (*Effective July 1, 2015*):

685 The [commissioner] executive director of the Connecticut Port
686 Authority shall, on behalf of the state, consult and cooperate with
687 appropriate federal authorities regarding any river or harbor

688 improvement or other improvement in facilities or services relating to
689 transportation by water, or the construction of any bridge over the
690 navigable waters of the state. The [commissioner] executive director
691 shall confer with representatives of municipalities, businesses and
692 other organizations concerning the maintenance of adequate water
693 terminal facilities, shall promote greater coordination between water
694 and other modes of transportation, shall advise relative to the proper
695 mechanical devices for handling freight, and shall adopt such other
696 means, by surveys and recommendations, as will conserve and
697 develop transportation by water.

698 Sec. 11. Section 13b-55 of the general statutes is repealed and the
699 following is substituted in lieu thereof (*Effective July 1, 2015*):

700 The [commissioner] executive director may sell and convey any
701 land, right in land, riparian right or other property or right in property,
702 of whatever kind, that the [commissioner] executive director may
703 acquire pursuant to section 13b-53, as amended by this act, [which]
704 that is in excess of the quantity required for the purpose for which it
705 was acquired, and may execute and deliver appropriate conveyances
706 of such property on behalf of the state. No such sale or conveyance
707 shall be made without the prior consent of the Secretary of the Office
708 of Policy and Management, the Commissioner of Administrative
709 Services and the State Properties Review Board.

710 Sec. 12. Section 13b-55a of the general statutes is repealed and the
711 following is substituted in lieu thereof (*Effective July 1, 2015*):

712 (a) In addition to municipal requests for a grant-in-aid pursuant to
713 section 13b-57, as amended by this act, harbor improvement projects
714 may be initiated by the [Commissioner of Transportation] executive
715 director of the Connecticut Port Authority on behalf of the state or for
716 the state on behalf of the federal government. Recommendations on
717 the prioritization or inclusion of projects shall be submitted to the
718 [commissioner by the Connecticut Maritime Commission] executive
719 director by the board of directors of the authority. The [department]
720 executive director shall contract for the provision of goods and services

721 to harbors and waterways for such improvements, and shall provide
722 the funding required under such contracts, except that the
723 [commissioner] executive director may enter into agreements with
724 other state agencies or municipalities for such agencies or
725 municipalities to provide the funding for any of such contracts. The
726 [department] authority shall administer all contracts entered into
727 under this section.

728 (b) All contracts are subject to final negotiation of the scope and
729 budget for a given project. Contracting periods may vary depending
730 on each project. Payments shall be made on a reimbursement basis for
731 deliverables completed no later than the dates of service of an executed
732 contract. Appropriate back-up information shall be included with each
733 payment request indicating that services have been rendered. The
734 [department] executive director may elect to provide part or all of the
735 funds necessary as an upfront payment, provided funds are held in a
736 separate, noninterest bearing account and are expended not later than
737 sixty days after such funds are provided.

738 (c) Harbor improvement projects include the preparation of plans,
739 studies and construction for the alteration and improvement of various
740 state, municipal and other properties in or adjacent to the waters of the
741 state, for the purpose of improving the economy and infrastructure of
742 the state.

743 Sec. 13. Section 13b-55a of the general statutes, as amended by
744 section 8 of public act 14-222, is repealed and the following is
745 substituted in lieu thereof (*Effective October 1, 2015*)

746 (a) In addition to municipal requests for a grant-in-aid pursuant to
747 section 13b-57, as amended by this act, harbor improvement projects
748 may be initiated by the [Commissioner of Transportation] executive
749 director of the Connecticut Port Authority on behalf of the state or for
750 the state on behalf of the federal government. Recommendations on
751 the prioritization or inclusion of projects shall be submitted to the
752 [commissioner by the Connecticut Port Authority] executive director
753 by the board of directors of the authority. The [department] executive

754 director shall contract for the provision of goods and services to
755 harbors and waterways for such improvements, and shall provide the
756 funding required under such contracts, except that the [commissioner]
757 executive director may enter into agreements with other state agencies
758 or municipalities for such agencies or municipalities to provide the
759 funding for any of such contracts. The [department] authority shall
760 administer all contracts entered into under this section.

761 (b) All contracts are subject to final negotiation of the scope and
762 budget for a given project. Contracting periods may vary depending
763 on each project. Payments shall be made on a reimbursement basis for
764 deliverables completed no later than the dates of service of an executed
765 contract. Appropriate back-up information shall be included with each
766 payment request indicating that services have been rendered. The
767 [department] executive director may elect to provide part or all of the
768 funds necessary as an upfront payment, provided funds are held in a
769 separate, noninterest bearing account and are expended not later than
770 sixty days after such funds are provided.

771 (c) Harbor improvement projects include the preparation of plans,
772 studies and construction for the alteration and improvement of various
773 state, municipal and other properties in or adjacent to the waters of the
774 state, for the purpose of improving the economy and infrastructure of
775 the state.

776 Sec. 14. Section 13b-55b of the general statutes is repealed and the
777 following is substituted in lieu thereof (*Effective July 1, 2015*):

778 (a) There is established an account to be known as the "harbor
779 improvement account" which shall be a separate, nonlapsing account
780 within the General Fund. There shall be deposited in the account: (1)
781 The proceeds of notes, bonds or other obligations issued by the state
782 for the purpose of deposit therein and use in accordance with the
783 permissible uses thereof; (2) funds appropriated by the General
784 Assembly for the purpose of deposit therein and [use] used in
785 accordance with the permissible uses thereof; and (3) any other funds
786 required or permitted by law to be deposited in the account. The funds

787 in said account shall be expended by the [Commissioner of
788 Transportation] executive director of the Connecticut Port Authority
789 for the purpose of initiating harbor improvement projects in
790 accordance with section 13b-55a, as amended by this act, and for the
791 purposes described in subsection (b) of this section.

792 (b) The harbor improvement account may be used for federal
793 dredging projects (1) to support, in full or in part, local and state
794 matching requirements for such projects; (2) to cover the incremental
795 costs associated with applicable environmental regulatory
796 requirements or management practices, including beneficial use; and
797 (3) to cover part or all of the costs of such projects in the absence of
798 adequate federal funds. If any account funds are used for the purpose
799 described in subdivision (3) of this subsection, the [commissioner]
800 executive director shall pursue reimbursement to the account from the
801 federal government.

802 Sec. 15. Section 13b-56 of the general statutes is repealed and the
803 following is substituted in lieu thereof (*Effective July 1, 2015*):

804 (a) For the purposes of this section and section 13b-57, as amended
805 by this act, "harbor improvement agency" means any board,
806 commission, agency or department of any municipality designated by
807 the chief executive officer of such municipality and approved by the
808 governing body thereof for the purpose of carrying out a harbor
809 improvement project under this section.

810 (b) Any municipality may undertake a harbor improvement project,
811 including the development, improvement, construction and
812 installation of berthing areas, channels to berthing areas, sea walls,
813 piers, docks, navigation aids, bridges and other related facilities and
814 structures, pursuant to a harbor improvement plan. The harbor
815 improvement agency may prepare or cause to be prepared a harbor
816 improvement plan, and may approve such plan after (1) obtaining the
817 approval of the planning agency of the municipality, and (2) holding a
818 public hearing thereon, notice of which shall be published at least
819 twice in a newspaper of general circulation in the municipality, the

820 first publication of notice to be not less than two weeks before the date
821 of the public hearing.

822 (c) Such harbor improvement plan shall include: [(a)] (1) A
823 description of the harbor improvement area and the condition, type
824 and use of the structures and facilities therein; [(b)] (2) the location and
825 extent of the proposed land uses and harbor uses in such area; [(c)] (3)
826 the location and extent of streets and public utilities, facilities and
827 works within the area; [(d)] (4) schedules showing the number of
828 families and businesses to be displaced by the proposed improvement,
829 the method of relocating such families and businesses and the
830 availability of sufficient suitable living accommodations at prices and
831 rentals within the financial means of such families and located within a
832 reasonable distance of the area from which they are displaced; [(e)] (5)
833 present and proposed zoning regulations in the harbor improvement
834 area; [(f)] (6) a description of all land to be acquired and buildings and
835 improvements to be demolished and removed or rehabilitated; [(g)] (7)
836 a description of all improvements to be constructed, installed or made;
837 [(h)] (8) the plan's relationship to definite local objectives; [(i)] (9)
838 financial aspects of the project; and [(j)] (10) a ratio of the costs of the
839 project to the benefits to be derived therefrom.

840 (d) After approval of the harbor improvement plan by the harbor
841 improvement agency, the plan shall be submitted to the
842 [Commissioner of Transportation] executive director of the
843 Connecticut Port Authority and the Commissioner of Energy and
844 Environmental Protection and, if approved by [each] the executive
845 director and the commissioner, may be adopted by the governing body
846 of the municipality. A harbor development plan may be modified at
847 any time by a harbor improvement agency, provided such
848 modification is consented to in writing by each purchaser or lessee of
849 land in the harbor improvement project affected by such modification,
850 and such modification does not substantially change the plan;
851 otherwise any modification to such plan shall be approved in the same
852 manner as the plan. Any municipality and its harbor improvement
853 agency may exercise, for the purposes of undertaking a harbor

854 improvement project, all the powers and authority granted to a
855 municipality and to a redevelopment agency for the purposes of a
856 redevelopment or urban renewal project pursuant to chapter 130.

857 Sec. 16. Section 13b-57 of the general statutes is repealed and the
858 following is substituted in lieu thereof (*Effective July 1, 2015*):

859 The state, acting by and in the discretion of the [Commissioner of
860 Transportation] executive director of the Connecticut Port Authority,
861 may enter into a contract with a municipality, or any federal or state
862 agency acting on behalf of such municipality, for state financial
863 assistance in the form of a state grant-in-aid for a harbor improvement
864 project pursuant to section 13b-55a, as amended by this act, provided
865 such project is approved by the [Commissioner of Transportation]
866 executive director. Any such application for state financial assistance
867 under this section shall be submitted by the [Commissioner of
868 Transportation] executive director to the Commissioner of Energy and
869 Environmental Protection for [his] said commissioner's review. Said
870 [Commissioner of Energy and Environmental Protection]
871 commissioner shall submit a written report to the [Commissioner of
872 Transportation] executive director, setting forth [his] said
873 commissioner's findings regarding such application.

874 Sec. 17. Section 15-13 of the general statutes is repealed and the
875 following is substituted in lieu thereof (*Effective July 1, 2015*):

876 (a) The [Commissioner of Transportation] executive director of the
877 Connecticut Port Authority shall license as many residents of this state
878 and any other state as said [commissioner] executive director deems
879 necessary and finds qualified to act as pilots for one year in any of the
880 ports and waters of this state including the Connecticut waters of Long
881 Island Sound. A license shall be denied to any person holding a license
882 or authority under the laws of any other state [which] that does not
883 issue a license or authority to pilots licensed by the Connecticut
884 Department of Transportation. Except as [hereinafter] provided in this
885 section, no person shall be so licensed unless [he] such person
886 possesses a federal masters license and has procured a federal first

887 class pilot's license of unlimited tonnage issued by the United States
888 Coast Guard covering the sections of the waters of this state for which
889 application is being made to said [commissioner] executive director.
890 Each applicant for a license to act as a pilot for any port or waterway of
891 the state including the Connecticut waters of Long Island Sound shall
892 document that [he] such applicant has made the following passages on
893 ocean-going vessels of not less than four thousand gross tons, through
894 the port or waterway for which application is being made during the
895 thirty-six months immediately preceding [his] such application: (1)
896 Twelve round trips on American vessels under enrollment as pilot of
897 record, on which the applicant is not a crew member; or (2) twenty-
898 four round trips as observing pilot on foreign or registered vessels
899 during which the applicant does the piloting work under the
900 supervision and authority of a pilot licensed by this state, provided the
901 applicant possesses a first class pilot's license issued by the United
902 States Coast Guard for the port or waterway; or (3) any combination of
903 the above requirements for trips, substituting two observer trips for
904 each trip as pilot of record.

905 (b) Each pilot shall, upon the granting of [his] a license, pay a fee of
906 thirty dollars to said [commissioner] executive director and shall give a
907 bond of one thousand dollars to the [State] Treasurer and [his] the
908 Treasurer's successors in office, with surety, to the acceptance of the
909 [commissioner] executive director, conditioned for the faithful
910 performance of his or her duties as a pilot, upon which bond suit may
911 be brought in the name of said Treasurer for the benefit of any person
912 who may suffer loss or damage, by reason of the ignorance, neglect or
913 misconduct of such pilot in the discharge of [his] such pilot's duties.
914 The [commissioner] executive director shall increase such fee by fifty
915 per cent July 1, 1985, by an additional fifty per cent effective July 1,
916 1989, by an additional twenty-five per cent effective July 1, 1991, and
917 by an additional twenty-five per cent effective July 1, 1993.

918 (c) Each license shall expire on the last day of December following
919 its issuance and may be renewed upon application and payment of the
920 fee required by subsection (b) of this section, renewal of the bond

921 required under subsection (b) of this section and proof of current
922 federal licensure as required in subsection (a) of this section.

923 (d) The [Commissioner of Transportation] executive director shall
924 keep a record of each license and, if requested, shall furnish a
925 certificate of such license.

926 (e) Said [commissioner] executive director may suspend or revoke
927 any pilot's license for (1) incompetence, (2) neglect of duty, (3)
928 misconduct or (4) using a vessel owned or operated by a person who
929 has not obtained a certificate of compliance under the provisions of
930 section 15-15e, as amended by this act, for the purpose of embarking or
931 disembarking another vessel in open and unprotected waters. Any
932 person aggrieved by the action of said [commissioner] executive
933 director under the provisions of this subsection may appeal therefrom
934 in accordance with the provisions of section 4-183.

935 (f) Any pilot who has been away from duty for a period of not less
936 than six months, or who has not completed a passage through any port
937 or waterway for which [he] such pilot is licensed during such period,
938 shall be placed on inactive status. [Said] Such pilot shall complete at
939 least one round trip over the port or waterway for which [he] such
940 pilot is licensed before resuming his or her duties as a pilot. The
941 refresher passages shall be made in the company of an active pilot
942 licensed by the state. [Said] Such pilot, before resuming [his] pilotage
943 duties, shall submit to the [commissioner] executive director a list of
944 completed refresher passages, including the name, gross tons and draft
945 of each vessel involved, a description and date of each passage and the
946 name of the attending pilot.

947 (g) The [commissioner] executive director may issue limited licenses
948 pursuant to this section. Such licenses may be limited according to a
949 pilot's qualifications for operating a vessel, which shall include, but not
950 be limited to, the type, size, gross tonnage or draft of a vessel.

951 (h) The [commissioner shall adopt regulations, in accordance with
952 the provisions of chapter 54] executive director shall adopt written

953 procedures, in accordance with section 1-121, to carry out the purposes
954 of this section.

955 Sec. 18. Section 15-13c of the general statutes is repealed and the
956 following is substituted in lieu thereof (*Effective July 1, 2015*):

957 (a) There is created within the [Department of Transportation]
958 Connecticut Port Authority, for administrative purposes only, the
959 Connecticut Pilot Commission to assist and advise the [Commissioner
960 of Transportation] executive director of the authority on matters
961 relating to the licensure of pilots, the safe conduct of vessels and the
962 protection of the ports and waters of the state, including the waters of
963 Long Island Sound.

964 (b) The commission shall consist of nine members, one of whom
965 shall be the [Commissioner of Transportation or the commissioner's]
966 executive director of the authority or the executive director's designee
967 and one of whom shall be an active licensed pilot in this state
968 operating on the Connecticut side of the rotation system for the
969 assignment of pilots. The pilot member shall be designated by a simple
970 majority vote of pilots operating on the Connecticut side of the rotation
971 system for the assignment of pilots. The remaining seven members
972 shall be appointed as follows: The Governor shall appoint one member
973 representing a maritime-related industry, which industry shall not
974 include a recreational industry; the president pro tempore of the
975 Senate shall appoint one member representing the public with an
976 interest in the environment who does not have an economic interest in
977 the subject matters of the commission; the majority leader of the Senate
978 shall appoint one member representing the public with an interest in
979 the environment who does not have an economic interest in the subject
980 matters of the commission; the minority leader of the Senate shall
981 appoint one member who shall be a retired ship's master or captain;
982 the speaker of the House of Representatives shall appoint one member
983 representing a maritime-related industry, which industry shall not
984 include a recreational industry; the majority leader of the House of
985 Representatives shall appoint one member representing a maritime-

986 related industry from a shipping agent perspective; the minority leader
987 of the House of Representatives shall appoint one member with an
988 expertise in the area of admiralty law. Each member shall be a resident
989 of the state, provided no member shall be an active licensed pilot,
990 except the one active Connecticut licensed pilot operating in and
991 designated by a simple majority of pilots operating on the Connecticut
992 side of the rotation system for the assignment of pilots. Members shall
993 receive no compensation for the performance of their duties.

994 (c) On or before July 1, 1992, in accordance with the provisions of
995 subsection (b) of this section (1) the Governor, the speaker of the
996 House of Representatives and the majority leader of the Senate shall
997 each appoint one member who shall serve until July 1, 1996; (2) the
998 president pro tempore of the Senate, the majority leader of the House
999 of Representatives and the minority leader of the House of
1000 Representatives shall each appoint one member who shall serve until
1001 July 1, 1995; and (3) the minority leader of the Senate shall appoint one
1002 member who shall serve until July 1, 1994. Thereafter, members shall
1003 serve for a term of four years and any vacancies on the commission
1004 shall be filled for the remainder of the term in the same manner as the
1005 original appointment.

1006 (d) The Governor shall appoint the chairperson of the commission
1007 who shall not be an employee of the [Department of Transportation]
1008 Connecticut Port Authority. The commission shall elect a vice-
1009 chairperson and any other officers that it deems necessary from among
1010 its membership. The powers of the commission shall be vested in and
1011 exercised by not less than five members serving on the commission.
1012 This number shall constitute a quorum and the affirmative vote of five
1013 members present at a meeting of the commission shall be necessary for
1014 any action taken by the commission.

1015 (e) The commission shall, subject to the approval of the
1016 [commissioner in his] executive director in such executive director's
1017 sole discretion, set: (1) The required qualifications of pilots for
1018 eligibility for licensure, including background, training, length of

1019 service and apprenticeship; (2) examination requirements for obtaining
1020 a pilot's or other type of operating license; and (3) the appropriate
1021 number of state-licensed pilots necessary for the safe, efficient and
1022 proper operations in the ports and waters of the state, including the
1023 waters of Long Island Sound. In setting these requirements, the
1024 commission may not consider the licenses of pilots by other
1025 jurisdictions as a disqualifying factor.

1026 (f) The commission shall advise the [commissioner] executive
1027 director on (1) the establishment of fair and reasonable rates of
1028 pilotage, pursuant to section 15-14, as amended by this act, including
1029 establishment of a hearing process for the setting of fair and reasonable
1030 rates of pilotage and licensure fees; (2) the policy of the state on the
1031 establishment of a rotation system for the assignment of pilots; (3) the
1032 policy of the state on the issuance of reciprocal licenses to pilots
1033 licensed in other states; (4) the enhancement of safety and protection of
1034 the marine environment during the operation of vessels and the
1035 prevention of oil spills and other marine incidents; (5) the proper
1036 equipment required on a vessel and the operation of vessels used by
1037 pilots for embarkation and disembarkation; (6) the designation of pilot
1038 boarding stations; (7) the proper safety equipment provided by vessels
1039 to enable pilots to safely board vessels; (8) the state's policy relative to
1040 matters of interstate pilotage; and (9) any other matter requested by
1041 the [commissioner] executive director.

1042 (g) The commission shall: (1) Assist in the preparation of
1043 examinations for pilot licensure and other operating certificates; (2)
1044 evaluate the examination results of applicants for a pilot license and
1045 make appropriate recommendations concerning such applicants'
1046 qualifications; (3) assist in the review and monitoring of the
1047 performance of pilots, including compliance with state policies,
1048 procedures and regulations; (4) review applications for reciprocal
1049 licensure and make appropriate recommendations concerning such
1050 pilots' qualifications; (5) recommend the duties of pilots for the
1051 reporting of faulty pilot boarding and disembarkation systems and of
1052 violations of any state laws; (6) review and investigate any marine

1053 incident or casualty and conduct hearings to determine the causes of
1054 any such incident; (7) investigate and make recommendations on
1055 disciplinary measures, including such measures as letters of caution,
1056 admonition or reprimand and licensure suspension or forfeiture,
1057 including disciplinary matters relative to alcohol or drug abuse; (8)
1058 retain an independent investigator to compile a comprehensive factual
1059 record of any marine incident or casualty; (9) assist in the review of
1060 complaints filed with the [commissioner] executive director; and (10)
1061 assist in the preparation of any report or matter relative to pilotage.

1062 (h) Nothing in this section shall supersede the authority of the
1063 [commissioner] executive director with respect to licensing marine
1064 pilots as specified in section 15-13, as amended by this act.

1065 Sec. 19. Section 15-14 of the general statutes is repealed and the
1066 following is substituted in lieu thereof (*Effective July 1, 2015*):

1067 The [Commissioner of Transportation] executive director of the
1068 Connecticut Port Authority shall establish the rates of pilotage for all
1069 vessels which use a licensed pilot in the ports and waters of this state
1070 including the Connecticut waters of Long Island Sound.

1071 Sec. 20. Section 15-15a of the general statutes is repealed and the
1072 following is substituted in lieu thereof (*Effective July 1, 2015*):

1073 The [Commissioner of Transportation shall promulgate such
1074 regulations] executive director of the Connecticut Port Authority shall
1075 adopt written procedures in accordance with section 1-121 respecting
1076 the conduct and duties of licensed pilots and the piloting, docking and
1077 undocking of vessels, as [he] the executive director deems necessary
1078 for the protection of property, public safety and the effective
1079 administration of sections 15-13, as amended by this act, 15-14, as
1080 amended by this act, 15-15, as amended by this act, and 15-15b, as
1081 amended by this act.

1082 Sec. 21. Section 15-15b of the general statutes is repealed and the
1083 following is substituted in lieu thereof (*Effective July 1, 2015*):

1084 Once every three months, each licensed pilot shall render to the
1085 [Commissioner of Transportation] executive director of the
1086 Connecticut Port Authority an accurate account of all vessels piloted
1087 by [him] such pilot. Any pilot who makes a false return shall be subject
1088 to suspension or revocation of his or her license as provided in section
1089 15-13, as amended by this act.

1090 Sec. 22. Section 15-15d of the general statutes is repealed and the
1091 following is substituted in lieu thereof (*Effective July 1, 2015*):

1092 (a) Pilotage on Long Island Sound shall be concurrent with the state
1093 of New York.

1094 (b) The [Commissioner of Transportation] executive director of the
1095 Connecticut Port Authority may execute an agreement with the pilot
1096 commission of any other state for the establishment of a rotation
1097 system for the assignment of pilots for the conduct of vessels in the
1098 ports and waters of the state, including the waters of Long Island
1099 Sound.

1100 Sec. 23. Section 15-15e of the general statutes is repealed and the
1101 following is substituted in lieu thereof (*Effective July 1, 2015*):

1102 (a) An owner or operator of a vessel used to transport a pilot
1103 licensed under the provisions of section 15-13, as amended by this act,
1104 for the purpose of embarking or disembarking another vessel in open
1105 and unprotected waters shall obtain a certificate of insurance from an
1106 insurance carrier based on a survey conducted and documented by a
1107 qualified marine surveyor. Marine surveyors shall be guided by
1108 applicable United States Coast Guard regulations, if any, and
1109 standards set by insurance companies for the insurability of such
1110 vessel. The [commissioner shall adopt regulations, in accordance with
1111 the provisions of chapter 54] executive director of the Connecticut Port
1112 Authority shall adopt written procedures in accordance with the
1113 provisions of section 1-121, that specify (1) the procedures for
1114 embarkation and disembarkation of pilots, and (2) the operation of and
1115 equipment required on each such vessel. Such [regulations]

1116 procedures may establish standard rates for the use of each such vessel
1117 for such purpose. For the purposes of this subsection, "open and
1118 unprotected waters" means waters located east of the area depicted on
1119 the National Oceanic and Atmospheric Administration charts of the
1120 eastern portion of Long Island Sound as "The Race".

1121 (b) Any person who fails to comply with subsection (a) of this
1122 section or any [regulation] procedure adopted thereunder shall be
1123 fined not less than five hundred dollars nor more than one thousand
1124 dollars.

1125 Sec. 24. Section 15-25 of the general statutes is repealed and the
1126 following is substituted in lieu thereof (*Effective July 1, 2015*):

1127 Any person who removes, damages or destroys any buoy, beacon,
1128 channel marker or floating guide placed in the waters of this state by
1129 authority of the [Commissioner of Transportation] state or the harbor
1130 master of any harbor, or moors or in any manner attaches any boat,
1131 vessel or raft of any kind to such buoy, beacon, channel marker or
1132 floating guide, unless his life, or the safety of the vessel in which he is,
1133 is endangered, or cuts down, removes, damages or destroys any
1134 beacon or navigational aid erected on land in this state, shall be fined
1135 not more than one thousand dollars.

1136 Sec. 25. Section 15-140d of the general statutes is repealed and the
1137 following is substituted in lieu thereof (*Effective July 1, 2015*):

1138 No person shall place or cause to be placed any marker, raft,
1139 dockslip, ski jump or similar structure upon the state's waters so as to
1140 create an obstruction or menace to navigation or a hindrance to the
1141 public use of such waters. If the Commissioner of [Transportation]
1142 Energy and Environmental Protection determines that any such
1143 structure constitutes a hazard in tidal waters, [he] the commissioner
1144 may order the owner to dismantle or remove the structure or to take
1145 other measures to eliminate the danger. If the [Commissioner of
1146 Energy and Environmental Protection] commissioner determines that
1147 any such structure constitutes such a hazard in the state's waters other

1148 than tidal waters, he may order the owner to dismantle or remove the
1149 structure or to take other measures to eliminate the danger.

1150 Sec. 26. Subsection (a) of section 22a-337 of the general statutes is
1151 repealed and the following is substituted in lieu thereof (*Effective July*
1152 *1, 2015*):

1153 (a) The Commissioner of Energy and Environmental Protection, in
1154 consultation with the Commissioner of Public Health, is authorized, as
1155 the representative of the state of Connecticut, to negotiate, cooperate
1156 and enter into agreements or compacts with authorized agencies
1157 representing any one or more states or commonwealths, or the United
1158 States, or any combination thereof, relative to flood control, river and
1159 harbor improvements or obstructions, navigation, pollution of
1160 interstate waters, diversion of interstate waters, and the use of such
1161 interstate waters by any agency of the United States, or any one or
1162 more states or commonwealths, which will tend to increase the hazard
1163 of damage to persons or property located or situated in this state by
1164 reason of flood waters or which will in any way interfere adversely
1165 with the navigability of any stream or river located wholly or partially
1166 within this state during periods of low flow in the main stream or any
1167 of its tributaries. With respect to matters relating to river and harbor
1168 improvements and the navigability of streams or rivers, the
1169 Commissioner of Energy and Environmental Protection shall request
1170 and consider recommendations of the [Commissioner of
1171 Transportation] board of directors of the Connecticut Port Authority.

1172 Sec. 27. Section 22a-340 of the general statutes is repealed and the
1173 following is substituted in lieu thereof (*Effective July 1, 2015*):

1174 The commissioner shall have the power and authority, after a public
1175 hearing, subject to the issuance of a permit by the corps of engineers of
1176 the United States army, to designate and lay out channels and boat
1177 basins in lands under tidal and coastal waters for the purpose of
1178 providing access to and from deep water to uplands adjacent to or
1179 bordering on tidal and coastal waters and for the improvement of
1180 coastal and inland navigation by vessels, including small craft for

1181 recreational purposes with due regard for the recreational, commercial
1182 and navigational needs of the state. The commissioner shall promptly
1183 give written notice to the [Commissioner of Transportation] executive
1184 director of the Connecticut Port Authority of any proceeding under
1185 this section, and shall consider such recommendations as the
1186 [Commissioner of Transportation] executive director may submit to
1187 [him within] the commissioner not later than thirty days after the
1188 conclusion of public hearings thereon. The [Commissioner of
1189 Transportation] board of directors of the Connecticut Port Authority is
1190 authorized to initiate proceedings under this section.

1191 Sec. 28. Subsection (b) of section 22a-359 of the general statutes is
1192 repealed and the following is substituted in lieu thereof (*Effective July*
1193 *1, 2015*):

1194 (b) After consultation with the [Commissioner of Transportation]
1195 executive director of the Connecticut Port Authority, the
1196 Commissioner of Energy and Environmental Protection may consider
1197 any sunken or grounded vessel, scow, lighter or similar structure lying
1198 within the tidal, coastal or navigable waters of the state to be an
1199 encroachment subject to the provisions of this section and sections 22a-
1200 360 to 22a-363, inclusive.

1201 Sec. 29. Subsection (b) of section 22a-361 of the general statutes is
1202 repealed and the following is substituted in lieu thereof (*Effective July*
1203 *1, 2015*):

1204 (b) The commissioner, at least thirty days before approving or
1205 denying an application for a permit, shall provide or require the
1206 applicant to provide notice by certified mail, return receipt requested,
1207 or by electronic means to the applicant, to the [Commissioner of
1208 Transportation] executive director of the Connecticut Port Authority,
1209 the Attorney General and the Commissioner of Agriculture and to the
1210 chief executive officer, the chairmen of the planning, zoning, harbor
1211 management and shellfish commissions of each town in which such
1212 structure, fill, obstruction, encroachment or dredging is to be located
1213 or work to be performed, and to the owner of each franchised oyster

1214 ground and the lessee of each leased oyster ground within which such
1215 work is to be performed and shall publish such notice once in a
1216 newspaper having a substantial circulation in the area affected. Such
1217 notice shall contain (1) the name of the applicant; (2) the location and
1218 nature of the proposed activities; (3) the tentative decision regarding
1219 the application; and (4) any additional information the commissioner
1220 deems necessary. There shall be a comment period following the
1221 public notice during which interested persons may submit written
1222 comments. The commissioner may hold a public hearing prior to
1223 approving or denying an application if, in the commissioner's
1224 discretion, the public interest will best be served by holding such
1225 hearing. The commissioner shall hold a public hearing if the
1226 commissioner receives: (A) A written request for such public hearing
1227 from the applicant, or (B) a petition, signed by twenty-five or more
1228 persons requesting such public hearing on an application. Following
1229 such notice and comment period and public hearing, if applicable, the
1230 commissioner may, in whole or in part, approve, modify and approve
1231 or deny the application. The commissioner shall provide to the
1232 applicant and the persons set forth above, by certified mail, return
1233 receipt requested, or by electronic means, notice of the commissioner's
1234 decision. If the commissioner requires the applicant to provide the
1235 notice specified in this subsection, the applicant shall certify to the
1236 commissioner, not later than twenty days after providing such notice,
1237 that such notice has been provided in accordance with this subsection.
1238 Any person who is aggrieved by the commissioner's final decision on
1239 such application may appeal such decision to the Superior Court in
1240 accordance with section 4-183.

1241 Sec. 30. Subdivision (12) of section 1-79 of the general statutes is
1242 repealed and the following is substituted in lieu thereof (*Effective July*
1243 *1, 2015*):

1244 (12) "Quasi-public agency" means Connecticut Innovations,
1245 Incorporated, the Connecticut Health and Education Facilities
1246 Authority, the Connecticut Higher Education Supplemental Loan
1247 Authority, the Connecticut Student Loan Foundation, the Connecticut

1248 Housing Finance Authority, the State Housing Authority, the Materials
1249 Innovation and Recycling Authority, the Capital Region Development
1250 Authority, the Connecticut Lottery Corporation, the Connecticut
1251 Airport Authority, the Connecticut Health Insurance Exchange, the
1252 Connecticut Green Bank, the Connecticut Port Authority, and the State
1253 Education Resource Center.

1254 Sec. 31. Subdivision (1) of section 1-120 of the general statutes is
1255 repealed and the following is substituted in lieu thereof (*Effective July*
1256 *1, 2015*):

1257 (1) "Quasi-public agency" means Connecticut Innovations,
1258 Incorporated, the Connecticut Health and Educational Facilities
1259 Authority, the Connecticut Higher Education Supplemental Loan
1260 Authority, the Connecticut Student Loan Foundation, the Connecticut
1261 Housing Finance Authority, the Connecticut Housing Authority, the
1262 Materials Innovation and Recycling Authority, the Capital Region
1263 Development Authority, the Connecticut Lottery Corporation, the
1264 Connecticut Airport Authority, the Connecticut Health Insurance
1265 Exchange, the Connecticut Green Bank, the Connecticut Port Authority
1266 and the State Education Resource Center.

1267 Sec. 32. Section 1-124 of the general statutes is repealed and the
1268 following is substituted in lieu thereof (*Effective July 1, 2015*):

1269 (a) Connecticut Innovations, Incorporated, the Connecticut Health
1270 and Educational Facilities Authority, the Connecticut Higher
1271 Education Supplemental Loan Authority, the Connecticut Student
1272 Loan Foundation, the Connecticut Housing Finance Authority, the
1273 Connecticut Housing Authority, the Materials Innovation and
1274 Recycling Authority, the Connecticut Airport Authority, the Capital
1275 Region Development Authority, the Connecticut Health Insurance
1276 Exchange, the Connecticut Green Bank, the Connecticut Port Authority
1277 and the State Education Resource Center shall not borrow any money
1278 or issue any bonds or notes which are guaranteed by the state of
1279 Connecticut or for which there is a capital reserve fund of any kind
1280 which is in any way contributed to or guaranteed by the state of

1281 Connecticut until and unless such borrowing or issuance is approved
1282 by the State Treasurer or the Deputy State Treasurer appointed
1283 pursuant to section 3-12. The approval of the State Treasurer or said
1284 deputy shall be based on documentation provided by the authority
1285 that it has sufficient revenues to (1) pay the principal of and interest on
1286 the bonds and notes issued, (2) establish, increase and maintain any
1287 reserves deemed by the authority to be advisable to secure the
1288 payment of the principal of and interest on such bonds and notes, (3)
1289 pay the cost of maintaining, servicing and properly insuring the
1290 purpose for which the proceeds of the bonds and notes have been
1291 issued, if applicable, and (4) pay such other costs as may be required.

1292 (b) To the extent Connecticut Innovations, Incorporated, the
1293 Connecticut Higher Education Supplemental Loan Authority, the
1294 Connecticut Housing Finance Authority, the Connecticut Housing
1295 Authority, the Materials Innovation and Recycling Authority, the
1296 Connecticut Health and Educational Facilities Authority, the
1297 Connecticut Student Loan Foundation, the Connecticut Airport
1298 Authority, the Capital Region Development Authority, the
1299 Connecticut Health Insurance Exchange, the Connecticut Green Bank,
1300 the Connecticut Port Authority or the State Education Resource Center
1301 is permitted by statute and determines to exercise any power to
1302 moderate interest rate fluctuations or enter into any investment or
1303 program of investment or contract respecting interest rates, currency,
1304 cash flow or other similar agreement, including, but not limited to,
1305 interest rate or currency swap agreements, the effect of which is to
1306 subject a capital reserve fund which is in any way contributed to or
1307 guaranteed by the state of Connecticut, to potential liability, such
1308 determination shall not be effective until and unless the State
1309 Treasurer or his or her deputy appointed pursuant to section 3-12 has
1310 approved such agreement or agreements. The approval of the State
1311 Treasurer or his or her deputy shall be based on documentation
1312 provided by the authority that it has sufficient revenues to meet the
1313 financial obligations associated with the agreement or agreements.

1314 Sec. 33. Section 1-125 of the general statutes is repealed and the

1315 following is substituted in lieu thereof (*Effective July 1, 2015*):

1316 The directors, officers and employees of Connecticut Innovations,
1317 Incorporated, the Connecticut Higher Education Supplemental Loan
1318 Authority, the Connecticut Housing Finance Authority, the
1319 Connecticut Housing Authority, the Materials Innovation and
1320 Recycling Authority, including ad hoc members of the Materials
1321 Innovation and Recycling Authority, the Connecticut Health and
1322 Educational Facilities Authority, the Connecticut Student Loan
1323 Foundation, the Capital Region Development Authority, the
1324 Connecticut Airport Authority, the Connecticut Lottery Corporation,
1325 the Connecticut Health Insurance Exchange, the Connecticut Green
1326 Bank, the Connecticut Port Authority and the State Education
1327 Resource Center and any person executing the bonds or notes of the
1328 agency shall not be liable personally on such bonds or notes or be
1329 subject to any personal liability or accountability by reason of the
1330 issuance thereof, nor shall any director or employee of the agency,
1331 including ad hoc members of the Materials Innovation and Recycling
1332 Authority, be personally liable for damage or injury, not wanton,
1333 reckless, wilful or malicious, caused in the performance of his or her
1334 duties and within the scope of his or her employment or appointment
1335 as such director, officer or employee, including ad hoc members of the
1336 Materials Innovation and Recycling Authority. The agency shall
1337 protect, save harmless and indemnify its directors, officers or
1338 employees, including ad hoc members of the Materials Innovation and
1339 Recycling Authority, from financial loss and expense, including legal
1340 fees and costs, if any, arising out of any claim, demand, suit or
1341 judgment by reason of alleged negligence or alleged deprivation of any
1342 person's civil rights or any other act or omission resulting in damage
1343 or injury, if the director, officer or employee, including ad hoc
1344 members of the Materials Innovation and Recycling Authority, is
1345 found to have been acting in the discharge of his or her duties or
1346 within the scope of his or her employment and such act or omission is
1347 found not to have been wanton, reckless, wilful or malicious.

1348 Sec. 34. Sections 13b-51a, 13b-51b and 32-435 of the general statutes

1349 are repealed. (Effective July 1, 2015)

This act shall take effect as follows and shall amend the following sections:		
Section 1	July 1, 2015	New section
Sec. 2	July 1, 2015	New section
Sec. 3	July 1, 2015	New section
Sec. 4	July 1, 2015	New section
Sec. 5	July 1, 2015	New section
Sec. 6	July 1, 2015	New section
Sec. 7	July 1, 2015	New section
Sec. 8	July 1, 2015	PA 14-222, Sec. 3
Sec. 9	July 1, 2015	13b-53
Sec. 10	July 1, 2015	13b-54
Sec. 11	July 1, 2015	13b-55
Sec. 12	July 1, 2015	13b-55a
Sec. 13	October 1, 2015	13b-55a
Sec. 14	July 1, 2015	13b-55b
Sec. 15	July 1, 2015	13b-56
Sec. 16	July 1, 2015	13b-57
Sec. 17	July 1, 2015	15-13
Sec. 18	July 1, 2015	15-13c
Sec. 19	July 1, 2015	15-14
Sec. 20	July 1, 2015	15-15a
Sec. 21	July 1, 2015	15-15b
Sec. 22	July 1, 2015	15-15d
Sec. 23	July 1, 2015	15-15e
Sec. 24	July 1, 2015	15-25
Sec. 25	July 1, 2015	15-140d
Sec. 26	July 1, 2015	22a-337(a)
Sec. 27	July 1, 2015	22a-340
Sec. 28	July 1, 2015	22a-359(b)
Sec. 29	July 1, 2015	22a-361(b)
Sec. 30	July 1, 2015	1-79(12)
Sec. 31	July 1, 2015	1-120(1)
Sec. 32	July 1, 2015	1-124
Sec. 33	July 1, 2015	1-125
Sec. 34	July 1, 2015	Repealer section

TRA *Joint Favorable Subst.*

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 16 \$	FY 17 \$
Transportation, Dept.	TF - Savings	1.1 million	See Below

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill (1) repeals the current Connecticut Port Authority, which is effective October 1, 2015 (2) reestablishes the Connecticut Port Authority as of July 1, 2015 and (3) expands the scope of the authority.

Section 1 of the bill establishes the Connecticut Port Authority (the "authority"). Establishing the authority has no state impact because (1) the authority under the bill is a quasi-public agency financially autonomous from the state and (2) the bill does not provide any state appropriation or bond authorization for the authority. The bill allows the authority to generate operating and capital funding through various sources. The authority's ability to issue its own bonds is not anticipated to have a state fiscal impact because the bonds are not a statutory financial obligation of the state.

Section 6 allows the Department of Economic and Community Development (DECD) and the authority to enter into a memorandum of understanding (MOU) that will allow DECD to provide administrative support to the authority. The bill allows the MOU to include terms for reimbursement by the authority to DECD for such services. There is therefore no fiscal impact to DECD.

Section 7 requires the Department of Transportation (DOT) and the

authority to enter into a MOU for the transfer of ownership, jurisdiction and control of the state's ports to the authority. This may result in a savings to DOT dependent on the timing of the transfer of ownership to the authority.

Section 8 requires DECD, in consultation with various state agencies, to develop a plan to transition the maritime functions of DOT to the authority. This is not anticipated to result in a fiscal impact. Pursuant to PA 14-222, DECD has participated in the Port Authority working group to develop recommendations regarding the establishment of the Port Authority.

Sections 9-11 and **14-29** give the Executive Director of the authority the authorization over regulations on ports, harbors, marine pilots and navigational waters as well as permission to acquire and operate on behalf of the state at all navigable waterways, land and harbors. This may result in a savings to DOT dependent on the timing of the transition to the authority.

Section 34 of the bill eliminates the Connecticut Maritime Commission and the state maritime office within DOT which will result in a savings to the Special Transportation Fund of approximately \$1.1 million in FY 16 from the elimination of the Maritime Office. The Maritime Office has approximately 14 employees and operates the two Connecticut River ferries as well as the State Pier in New London. The Office also oversees the maritime portion of the Capital Program, encompassing capital improvements needed for the ferry fleet and support buildings and equipment, and maintenance and improvement of the State Pier.

The bill also permits the Connecticut Port Authority to issue bonds that are backed by a special capital reserve fund (SCRF). This is not expected to result in a General Fund impact because the Office of the State Treasurer is not expected to approve the issuance of SCRF-backed bonds unless the Authority can show that it will be able to generate sufficient revenue from its activities to pay the debt service on the bonds.

Lastly, the bill does not result in a fiscal impact to the Office of State Comptroller – Fringe Benefit accounts, as any fringe benefits extended to employees of the authority in accordance with section 1 are reimbursed by the authority to the state. The fringe benefit impact to the authority for fringe benefits for its employees will depend on the salary of its employees and which health plan they choose to enroll in. The fringe benefit rate for state employees is approximately 82.91% of payroll, including health insurance.

Background

The Connecticut Port Authority will issue its own bonds to finance improvements at port facilities and use revenue derived from the fees it charges to pay debt service on the bonds. The state backs bonds with a special capital reserve fund (SCRF) so quasi-public agencies like the Authority can issue them at a lower interest rate. If the Authority did not have sufficient revenue to make debt service payments itself: (1) the SCRF would be used to make them, (2) the state would be required to refill the SCRF with General Fund resources if it fell below a certain level, and (3) the Port Authority would be required to repay the funds used from the General Fund at a future date, when sufficient revenue was available.

The Out Years

The annualized ongoing fiscal impact identified above is dependent on to the timing of the transfer of ownership to the authority.

Sources: Department of Transportation

OLR Bill Analysis

sHB 6816

AN ACT CONCERNING THE CONNECTICUT PORT AUTHORITY.

SUMMARY:

This bill establishes the quasi-public Connecticut Port Authority (authority) as of July 1, 2015 instead of October 1, 2015, by replacing current law with a substantially similar law that takes effect three months earlier. As under current law, the authority must:

1. coordinate port development, focusing on private and public investments,
2. pursue state and federal funds for dredging and other infrastructure improvements to increase movement of cargo through the ports,
3. market the ports' advantages to domestic and international shippers,
4. coordinate the planning and funding of capital projects promoting the ports' development, and
5. develop strategic entrepreneurial initiatives that may be available.

The bill also:

1. allows the authority to issue bonds;
2. transfers authority over maritime and port-related laws from the Department of Transportation (DOT) to the authority;
3. requires the authority to enter into memoranda of

understanding with DOT and the Department of Economic and Community Development (DECD) to help effect the transition; and

4. allows the authority to hire employees who must receive the same life insurance, health, and retirement benefits as state employees but are not considered state employees for collective bargaining purposes.

Existing law requires the DECD commissioner, after consulting with a port authority working group and others, to take certain actions and make certain recommendations to the governor and various legislative committees by March 1, 2015. She has submitted the report. The bill specifies that she take no further action on and after July 1, 2016. By law, the working group ends on October 1, 2015. It is not clear if the bill extends the working group's term until July 1, 2016.

The bill eliminates the (a) Connecticut Maritime Commission, now in DOT, that, among other duties, supports the development of the state's deep water ports and (b) State Maritime Office, a DOT office responsible for maritime operations and staffing the commission.

It also makes conforming changes, including the assumption of maritime and port responsibility as of July 1, 2015.

EFFECTIVE DATE: July 1, 2015, except a provision transferring responsibility for initiating harbor improvements projects (§ 13), which takes effect October 1, 2015.

§ 1 — PORT AUTHORITY

Under current law and the bill, the authority is a body politic and corporate, a public instrumentality and political subdivision of the state, created to perform an essential public and governmental function. It is a quasi-public agency, not a state department, institution, or agency, and thus is subject to statutory procedural, operating, and reporting requirements for quasi-public agencies, including lobbying restrictions and an ethics code.

The authority continues as long as it has bonds or other outstanding obligations and until it is legally terminated, provided that no termination affects any of the authority's outstanding contractual obligations and the state succeeds to them. Upon termination, all of the authority's rights and properties pass to and become vested in the state.

The bill extends to the authority existing statutory requirements that, like other quasi-public agencies, it have the state treasurer's or deputy treasurer's approval for any (1) borrowing or bonds secured by state-backed or -guaranteed capital reserve funds and (2) investment or contract relating to interest rates, currency, or cash flow that subjects a state-backed capital reserve fund to potential liability (§ 32).

It also includes the authority's directors and staff in the exemption from personal liability for quasi-public agency directors and staff for actions taken in issuing bonds, or for damages or injury caused in the performance of their duties and within the scope of employment, so long as the actions are not wanton, reckless, willful, or malicious (§ 33).

Authority Powers

Except as noted, the authority's powers and governance requirements summarized below are the same as under current law that takes effect October 1.

The authority may:

1. have perpetual succession and adopt bylaws;
2. adopt and modify an official seal;
3. maintain one or more offices;
4. sue and be sued in its own name;
5. develop an organizational and management structure to best achieve its goals;

6. create a code of conduct for board members consistent with applicable law;
7. adopt rules, which are not considered regulations and therefore exempt from the regulatory approval process, to conduct its business; and
8. adopt an annual budget and operating plan, including a requirement that the board approve the budget or plan before it takes effect.

The bill also allows the authority to (1) invest in, acquire, lease, purchase, own, manage, hold, and dispose of real property and (2) lease, convey, deal in, or enter into agreements with respect to the property on any terms necessary or incidental to carry out the authority's purpose. The transactions are not subject to approval, review, or regulation by any state agency under laws on the purchase, sale, or lease of state property, except the authority cannot convey fee simple ownership (full ownership) in land under its jurisdiction and control without approval from the State Properties Review Board and the attorney general.

Under the bill, the authority may employ assistants, agents, and other employees necessary or desirable to carry out its purposes, set their compensation, establish and modify personnel procedures, and negotiate and enter into collective bargaining agreements with labor unions. The authority's employees are exempt from the classified service and are not state employees for collective bargaining purposes. But the bill regards them as state employees for life insurance, health, and retirement benefits. It requires the authority to reimburse the appropriate state agencies for costs they incur because of this provision.

Board of Directors - Members

The authority is governed by a 15-member board of directors, each of whom is a voting member. Members include the commissioners of energy and environmental protection (DEEP), DOT, and DECD, or

their designees, and the treasurer, or her designee, all of whom are ex-officio members. The governor appoints five members, two for four-year terms and three for two-year terms. The Senate president pro tempore, House speaker, and House and Senate majority and minority leaders each appoint one member. Senate appointees serve four-year terms; House appointees, two-year terms.

The appointees must have business and management experience and include people with experience or expertise in at least one of the following areas: (1) international trade, (2) marine transportation, (3) finance, or (4) economic development. Successor members appointed by the governor and the legislative leaders serve four-year terms, starting on July 1 in the year of their appointment.

Eight directors comprise a quorum to transact business or exercise power. The board may act by a majority of the directors present at any meeting at which there is a quorum, except as the bill provides. The board may delegate to eight or more directors necessary and proper powers and duties under the bill and the board's by-laws.

Appointed board members cannot designate someone to perform their duties in their absence. An appointee who fails to attend three consecutive meetings or half of all meetings held in a calendar year is deemed to have resigned from the board. Any vacancy that occurs other than by a term's expiration must be filled within 30 days in the same way as the original appointment for the remainder of the term.

Board Officers

The board selects a chairperson, vice-chairperson, and other officers it believes necessary from among its members. The chairperson serves a four-year term.

The initial board members may begin serving immediately on appointment, but cannot serve beyond the sixth Wednesday of the next regular legislative session unless confirmed by the legislature according to law. All subsequent appointments must be made with legislative advice and consent according to law.

Reimbursement and Conflicts of Interest

Directors serve without compensation, but are reimbursed for actual and necessary expenses incurred performing their duties. They may be privately employed, or in a profession or business, subject to state ethics and conflict of interest laws, rules, and regulations. However, regardless of the law, it is not a conflict of interest for a trustee, director, partner, or officer of any person, firm, or corporation, or any person with a financial interest in the person, firm, or corporation, to serve as a director, provided he or she complies with applicable state ethics laws.

Removal of Board Members

An appointing authority may remove a board member for inefficiency, neglect of duty, or misconduct in office. Before doing so, the appointing authority must give the director a copy of the charges against him or her and an opportunity for a hearing, to be held at least 10 days after notice, where the director may respond personally or through an attorney. When a director is removed, the appointing authority must file with the secretary of the state (1) a complete statement of the charges against the director, (2) the appointing authority's findings on the charges, and (3) a complete record of the proceedings.

Executive Director

The board appoints an executive director as the authority's chief administrative officer. The executive director (1) is exempt from classified service and receives compensation set by the board, (2) serves at the board's pleasure, and (3) cannot be a board member. He or she must have extensive experience in developing and managing multi-use port operations.

The executive director directs and supervises administrative affairs and technical activities at the board's direction. He or she must approve all salaries, allowable expenses for the authority and its employees and consultants, and incidental authority expenses.

The executive director must attend all board meetings; keep a record of authority proceedings; and maintain and have custody of all books, documents, and papers filed with the authority, and the authority's minutes or journal and its official seal. He or she may have copies made of the authority's minutes, records, and other documents, and may use the seal to certify them as true copies on which people may rely. The executive director must perform other duties as the board directs.

Reporting Requirements

The board must report annually, by December 15, on its (1) activities, (2) operating and financial statements, and (3) legislative recommendations to the governor and Commerce, Environment, and Transportation committees.

It must submit to the Appropriations, Commerce, Environment, and Transportation committees a copy of each authority audit conducted by an independent auditing firm within seven days after the board receives it.

§§ 2 - 5 - BONDING AUTHORITY

The bill authorizes the authority to issue bonds enabling it to carry out its responsibilities, which include renovations and improvements at state ports.

The authority can issue bonds to finance (1) general improvements and back them with some or all of its revenue from the ports or (2) a specific improvement and back them only with the revenue the improvement generates. It may seek the treasurer's help in issuing the bonds and appoint a committee or individual as the board's delegate in connection with their issuance.

The authority must repay the bonds no later than 40 years after issuing them.

It may use the proceeds from the bond sales for:

1. paying labor and material costs related to construction at the state ports;
2. acquiring, including by condemnation, land, property rights, rights-of-way, franchises, easements, and other interests in land in connection with the construction or operating costs;
3. machinery and equipment costs;
4. creating reserves to pay principal and interest that accrues during renovation and construction work at the ports and for six months after completion;
5. initial working capital, administrative expenses, legal, architectural, and engineering expenses and fees;
6. the costs of audits and preparing and issuing the notes and bonds; and
7. all other items incident to the planning, acquisition, and construction of the ports or the start of their operation.

The bonds do not count toward the state's bond cap, and only the authority is liable for them. The bill generally exempts the state, municipalities, and other political subdivisions from any obligation to repay the bonds. It exempts the principal and interest payments to the bondholders from all state and local taxes except the estate and gift tax, but requires the inclusion of the interest payments when calculating excise and franchise taxes.

The bill allows the authority to determine how it will issue and repay the bonds and specifies the kinds of terms and conditions it may include in its agreements with bondholders. It also declares the bonds negotiable instruments under the Uniform Commercial Code subject only to their registration requirements. The bill makes the bonds securities in which governments and private entities may invest. The authority may sell the bonds, at a price and time it chooses, (1) at a public sale on sealed proposals or (2) by negotiating with investors.

The bill authorizes or requires several actions to assure bondholders that the authority will repay them, including securing the bonds' principal and interest by a mortgage covering all or part of a project. It specifies that the state will not limit or alter the authority's rights until the authority repays its outstanding bonds and authorizes it to create and maintain special capital reserves to back them. It also appropriates from the General Fund any amount needed to maintain these special capital reserves at the required minimum level. These funds must be appropriated, as needed, annually by December 1. The authority's chairperson or vice chairperson must certify the amount to the treasurer and the Office of Policy and Management (OPM) secretary.

The bill also allows the authority to secure that pledge by entering into an agreement with a trustee representing the bondholders' interests (i.e., trust of indenture). The bill requires the authority to secure principal and interest payments by pledging its revenue, which is also immediately subject to lien without any action on the bondholders' part.

The bill allows the authority to issue bonds to refund outstanding bonds and specifies conditions for doing so. It also allows the authority to use its funds to purchase its bonds and those of the state and dispose of the bonds as the bond agreements allow.

§ 6 – MEMORANDUM OF UNDERSTANDING (MOU) WITH DECD

The bill allows DECD and the authority to enter into a memorandum of understanding (MOU) under which (1) DECD provides administrative support and services, including all staff support necessary for the authority's operation, and (2) management and operational activities are addressed, including:

1. joint procurement and contracting;
2. sharing services and resources;
3. coordinating promotional activities; and

4. other arrangements to enhance revenues, reduce operating costs, or achieve operating efficiencies.

The MOU's terms and conditions, including provisions on reimbursement of DECD by the authority for administrative support and services must be as DECD and the authority determine are appropriate. The MOU must terminate by June 30, 2017.

§ 7 – MOUS WITH DOT

The bill requires the authority to enter into MOUs with DOT to help effect the transition of ownership, jurisdiction and authority over the state's ports from DOT. The MOUs must include the:

1. assets, funds, accounts, contracts and liabilities, and powers and duties associated with the ports that will be transferred to the authority by deed, lease, management contract, agency agreement, assignment, or assumption, and the manner of the transfer;
2. time or times the transfers will take effect; and
3. reimbursement to the state for the services provided under any MOU.

The MOUs must provide for the lease, assignment, or transfer of ownership, jurisdiction, or authority to control the ports. The authority must periodically advise DOT of its readiness to accept any lease, assignment, or transfer according to any MOU and these must not be unreasonably delayed or withheld. If any bonds or other obligations issued for port projects or purposes remain outstanding, the treasurer must also be party to the MOU. Once a power, duty, asset, fund or account, contract or liability is transferred to the authority, DOT cannot afterward exercise the power, perform the duty, or act with respect to the asset, fund or account, contract or liability.

When implementing an MOU, the authority must comply with existing contracts, bonds, or obligations. The authority may, with the

treasurer's consent and approval, assume state obligations for port-related projects or purposes relating to ports that remain outstanding, and indemnify and release the state from all liability and expenses related to those obligations. An assumption by the authority and release of the state is subject to the terms of any indenture and State Bond Commission approval.

The authority must do everything required by applicable federal and state laws, regulations, rules, or relevant contracts to effect the lease, assignment, or transfer of ownership, jurisdiction, or authority to control, operate, and maintain the ports in the authority's best interests. DOT cannot be paid for any leases, assignments, and transfers. The authority must periodically notify DOT of its readiness to accept the leases, assignments, and transfers with respect to the ports, and must execute the necessary documents and contracts.

§ 8 – PORT AUTHORITY WORKING GROUP

PA 14-222, the act that established the port authority slated to take effect October 1, 2015 (see Summary and § 1), also created a working group, whose members include the DECD commissioner and the treasurer, or their designees, to prepare and submit recommendations to DECD on the authority board's powers and duties. By law, the working group terminates on October 1, 2015.

Existing law requires the DECD commissioner, after consulting with the working group, the commissioners of DOT, DEEP, and OPM secretary, to, among other things, (1) review and recommend state policies that affect state ports and (2) develop plans on (a) moving DOT's maritime functions to the authority and (b) the authority's bonding powers. She was to do so within available appropriations and report to the governor and various legislative committees by March 1, 2015 on the group's activities, findings, and recommendations. She has submitted the report.

The bill requires no further action by the DECD commissioner on and after July 1, 2016. It is not clear whether the working group's term

is extended to that date.

§§ 12 & 13 - HARBOR IMPROVEMENT PROJECTS

Under current law, the DOT commissioner may initiate harbor improvement projects, and may receive recommendations for the projects from the Connecticut Maritime Commission, which the bill eliminates. Starting July, 1, 2015, the bill authorizes the (1) authority executive director to initiate harbor improvement projects and (2) authority's board to recommend those projects to the executive director.

§§ 9 - 11 & 14 - 29 - TRANSFER OF POWER FROM DOT TO THE AUTHORITY

The bill replaces DOT and its commissioner with the authority and its executive director in numerous statutes on maritime policy, including laws on ports, harbors, marine pilots, and navigable waters. In some cases where the law authorizes or requires the DOT commissioner to adopt regulations, the bill authorizes or requires the authority's executive director to adopt written procedures.

It specifically authorizes the executive director, rather than the commissioner to acquire, build, maintain, own, or operate, on behalf of the state, at or near the seaboard or any navigable waterway, land, or any harbor, wharf, dock, pier, quay, canal, slip or basin, or any appropriate harbor facility, shed, warehouse, vault, railroad track, yard, terminal, equipment, or other facility related to transporting goods or people by water, as the executive director deems necessary (§ 9).

The other responsibilities the bill transfers from the commissioner to the executive director are:

1. leasing or granting any interest at the State Pier in New London with approval from the State Properties Review Board, OPM, and the attorney general (§9);
2. consulting and cooperating with the federal government on

- river and harbor improvements and bridge construction (§ 10);
3. selling and conveying excess land or other property right, with the consent of the State Properties Review Board, administrative services commissioner, and OPM secretary (§ 11);
 4. using money in the Harbor Improvement Account to begin harbor improvement projects and approving harbor improvement plans (§§ 14 - 16);
 5. licensing and regulating marine pilots and setting pilotage rates (§§ 17 - 19 & 21); and
 6. executing agreements with other states for a rotation of marine pilot assignments in state waters, including Long Island Sound (§ 22).

Among other things, it also:

1. moves the Connecticut Pilot Commission from DOT to the authority (§ 18);
2. makes it the responsibility of the DEEP commissioner, rather than the DOT commissioner, to determine if there are structural hazards in tidal and state waters and order them removed or dismantled (§ 25);
3. requires DEEP to consult with the authority, instead of DOT, on matters relating to (a) river and harbor improvements and the navigability of streams and rivers, and (b) certain encroachments in tidal, coastal, or navigable waters (§§ 26 & 28);
4. requires the DEEP commissioner to notify the authority executive director, instead of the DOT commissioner, before (a) designating and laying out basins and channels for deep water access or (b) issuing or denying a dredging permit (§§ 27 & 29); and
5. subjects people to fines of up to \$1,000 for removing, damaging,

or destroying buoys, beacons, and channel markers or floating guides placed in state waters by the state, instead of by the DOT commissioner (§ 24).

§§ 30 - 34 CONFORMING LANGUAGE AND REPEALER PROVISION

The bill makes several conforming changes based on its earlier effective date. It also eliminates the Connecticut Maritime Commission and State Maritime Office.

Connecticut Maritime Commission

By law, among other things, the commission:

1. advises the governor, DOT commissioner, and legislature on state maritime policy and operations;
2. develops and recommends a state maritime policy;
3. supports the development of the state's maritime commerce and industries, including its deep water ports; and
4. supports the development of the ports, including identifying new opportunities, analyzing the potential for and encouraging private investment, and recommending policies that support port operations.

The commission is part of DOT (CGS § 13b-51a).

State Maritime Office

This DOT office is responsible for such things as

1. maritime operations, including the State Pier in New London and the Connecticut River ferries,
2. serving as the governor's principal maritime policy advisor, and
3. staffing the Connecticut Maritime Commission (CGS § 13b-51b).

BACKGROUND

Port Administration

Independent, locally created port authorities currently oversee the ports in Bridgeport, New Haven, and New London. They operate under state statutes granting them broad powers to plan, finance, develop, and operate facilities in a locally designated port district (CGS §§ 7-329c to 329u). The districts include privately owned and operated facilities, including docks and shipping terminals. New London's district includes the DOT-owned and managed State Pier.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 31 Nay 0 (03/18/2015)