



House of Representatives

General Assembly

File No. 803

January Session, 2015

Substitute House Bill No. 6840

House of Representatives, May 11, 2015

The Committee on Finance, Revenue and Bonding reported through REP. BERGER of the 73rd Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING INVESTMENTS IN CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE.

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

1 Section 1. (*Effective July 1, 2015*) The State Bond Commission shall
2 have power, in accordance with the provisions of this section and
3 sections 2 to 6, inclusive, of this act, to authorize the issuance of special
4 tax obligation bonds of the state in one or more series and in principal
5 amounts in the aggregate, not exceeding \$795,050,000, provided
6 \$520,200,000 shall be effective July 1, 2016.

7 Sec. 2. (*Effective July 1, 2015*) The proceeds of the sale of bonds
8 described in sections 1 to 6, inclusive, of this act, to the extent
9 hereinafter stated, shall be used for the purpose of payment of the
10 transportation costs, as defined in subdivision (6) of section 13b-75 of
11 the general statutes, with respect to the projects and uses hereinafter
12 described, which projects and uses are hereby found and determined
13 to be in furtherance of one or more of the authorized purposes for the

14 issuance of special tax obligation bonds set forth in section 13b-74 of
15 the general statutes. For the Department of Transportation:

16 (a) For the Bureau of Engineering and Highway Operations:

17 (1) Design and engineering for Interstate 84 widening between exits
18 3 and 8;

19 (2) Design and engineering for Interstate 84 viaduct replacement in
20 Hartford;

21 (3) Operational lanes for Interstate 84 interchanges 40 to 42,
22 inclusive, in West Hartford;

23 (4) Design and engineering for Interstate 84 and Route 8 interchange
24 improvements in Waterbury;

25 (5) Design and engineering for Interstate 91, Interstate 691 and
26 Route 15 interchange improvements;

27 (6) Design and engineering for Interstate 95 widening between
28 Bridgeport and Stamford;

29 (7) Design and engineering, including rights-of-way, for Interstate
30 95 widening between the Baldwin Bridge and the Gold Star Bridge;

31 (8) Relocation and reconfiguration for the Interstate 91 interchange
32 29 in Hartford;

33 (9) Rehabilitation and repair for the Interstate 95 Gold Star Bridge;

34 (10) Reconfiguration for Route 7 and Route 15 interchange in
35 Norwalk;

36 (11) Design and engineering for Route 9 improvements in
37 Middletown;

38 (12) Urban bikeway, pedestrian connectivity, trails and alternative
39 mobility programs;

40 (13) Rehabilitation for Route 15 West Rock Tunnel and interchange
41 59; and

42 (14) Implementation of Innovative Bridge Delivery and
43 Construction Program.

44 (b) For the Bureau of Public Transportation:

45 (1) Bus rolling stock for service expansions;

46 (2) State-wide rail rolling stock replacement program, including café
47 cars on the New Haven Line;

48 (3) Continued expansion, rolling stock and development of stations
49 on the Hartford Line;

50 (4) Extension of the CTfastrak bus rapid transit corridor east to
51 Manchester;

52 (5) Implementation of a bus rapid transit corridor for Route 1
53 between Norwalk and Stamford;

54 (6) New signal system on the Waterbury branch line;

55 (7) Interim repairs to the SAGA moveable and Cos Cob bridges on
56 the New Haven Line;

57 (8) Design, engineering and construction of a new dock yard on the
58 Danbury branch line;

59 (9) Design and construction of the Orange, Barnum and Merritt 7
60 stations on the New Haven Line and Danbury branch line;

61 (10) Development of a Madison station and parking garage on
62 Shoreline East;

63 (11) Study for an East Lyme (Niantic) station on Shoreline East;

64 (12) Design and construction of a parking deck and pedestrian
65 bridge in New Haven on the New Haven Line;

66 (13) Design and construction of a pedestrian bridge in Stamford on
67 the New Haven Line;

68 (14) Implementation of a real-time location and bus information
69 system state wide;

70 (15) Implementation of a real-time audio and video system on the
71 New Haven Line;

72 (16) Development of a plan to upgrade capacity and speed on the
73 New Haven Line; and

74 (17) Study for centralized paratransit service coordination state
75 wide.

76 Sec. 3. (*Effective July 1, 2015*) None of the bonds described in sections
77 1 to 6, inclusive, of this act shall be authorized except upon a finding
78 by the State Bond Commission that there has been filed with it (1) a
79 request for such authorization, which is signed by the Secretary of the
80 Office of Policy and Management or by or on behalf of such state
81 officer, department or agency and stating such terms and conditions as
82 said commission, in its discretion, may require, and (2) any capital
83 development impact statement and any human services facility
84 colocation statement required to be filed with the Secretary of the
85 Office of Policy and Management pursuant to section 4b-31 of the
86 general statutes, any advisory report regarding the state conservation
87 and development policies plan required pursuant to section 16a-31 of
88 the general statutes, and any statement regarding farm land required
89 pursuant to subsection (g) of section 3-20 of the general statutes and
90 section 22-6 of the general statutes, provided the State Bond
91 Commission may authorize said bonds without a finding that the
92 reports and statements required by subdivision (2) of this section have
93 been filed with it if said commission authorizes the secretary of said
94 commission to accept such reports and statements on its behalf. No
95 funds derived from the sale of bonds authorized by said commission
96 without a finding that the reports and statements required by
97 subdivision (2) of this section have been filed with it shall be allotted

98 by the Governor for any project until the reports and statements
99 required by subdivision (2) of this section, with respect to such project,
100 have been filed with the secretary of said commission.

101 Sec. 4. (*Effective July 1, 2015*) For the purposes of sections 1 to 6,
102 inclusive, of this act, each request filed, as provided in section 3 of this
103 act, for an authorization of bonds shall identify the project for which
104 the proceeds of the sale of such bonds are to be used and expended
105 and, in addition to any terms and conditions required pursuant to said
106 section 3, include the recommendation of the person signing such
107 request as to the extent to which federal, private or other moneys then
108 available or thereafter to be made available for costs in connection with
109 any such project should be added to the state moneys available or
110 becoming available from the proceeds of bonds and temporary notes
111 issued in anticipation of the receipt of the proceeds of bonds. If the
112 request includes a recommendation that some amount of such federal,
113 private or other moneys should be added to such state moneys, then, if
114 and to the extent directed by the State Bond Commission at the time of
115 authorization of such bonds, such amount of such federal, private or
116 other moneys then available or thereafter to be made available for
117 costs in connection with such project shall be added to such state
118 moneys.

119 Sec. 5. (*Effective July 1, 2015*) Any balance of proceeds of the sale of
120 bonds authorized for the projects or purposes of section 2 of this act, in
121 excess of the aggregate costs of all the projects so authorized, shall be
122 used in the manner set forth in sections 13b-74 to 13b-77, inclusive, of
123 the general statutes, and in the proceedings of the State Bond
124 Commission respecting the issuance and sale of said bonds.

125 Sec. 6. (*Effective July 1, 2015*) Bonds issued pursuant to sections 1 to
126 6, inclusive, of this act shall be special obligations of the state and shall
127 not be payable from or charged upon any funds other than revenues of
128 the state pledged therefor in subsection (b) of section 13b-61 of the
129 general statutes and section 13b-61a of the general statutes, or such
130 other receipts, funds or moneys as may be pledged therefor. Said

131 bonds shall not be payable from or charged upon any funds other than
132 such pledged revenues or such other receipts, funds or moneys as may
133 be pledged therefor, nor shall the state or any political subdivision
134 thereof be subject to any liability thereon, except to the extent of such
135 pledged revenues or such other receipts, funds or moneys as may be
136 pledged therefor. Said bonds shall be issued under and in accordance
137 with the provisions of sections 13b-74 to 13b-77, inclusive, of the
138 general statutes.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2015</i>	New section
Sec. 2	<i>July 1, 2015</i>	New section
Sec. 3	<i>July 1, 2015</i>	New section
Sec. 4	<i>July 1, 2015</i>	New section
Sec. 5	<i>July 1, 2015</i>	New section
Sec. 6	<i>July 1, 2015</i>	New section

FIN *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 \$
Treasurer, Debt Serv.	TF - Cost	None	23.0 million

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill authorizes a total of \$795.1 million in new Special Tax Obligation (STO) bonds in FY 16 and FY 17. The Special Transportation Fund fiscal impact is summarized in the table below. Assuming that \$274.9 million is allocated through the State Bond Commission during FY 16 and the Office of the State Treasurer issues the bonds before the end of FY 16, the debt service cost in FY 17 would be \$23.0 million.

New Special Tax Obligation Bond Authorization and Estimated Debt Service Cost \$ millions

Fiscal Year	Authorization Amount	Total Debt Service Cost*	Interest	Principal
2016	274.9	460.0	185.1	274.9
2017	520.2	870.6	350.4	520.2
TOTAL	795.1	1,330.6	535.5	795.1

*Figures assume that bonds are issued at 5.5% over 20 year term

The Out Years

The Special Transportation Fund debt service impact identified

above would continue over the 20 year term of issuance for the STO bonds.

OLR Bill Analysis**sHB 6840****AN ACT CONCERNING INVESTMENTS IN CONNECTICUT'S TRANSPORTATION INFRASTRUCTURE.****SUMMARY:**

This bill authorizes up to \$274.85 million in special tax obligation (STO) bonds for FY 16 and up to \$520.2 million in FY 17 for the Department of Transportation's capital improvement program. The bonds are subject to STO bond requirements and issuance procedures.

EFFECTIVE DATE: July 1, 2015

AUTHORIZED DOT PROJECTS

Table 1 lists the purposes of the bill's STO bond authorizations.

Table 1: Authorized Program Areas

<i>Bureau of Engineering and Highway Operations</i>
Design and engineering for Interstate 84 widening between exits 3 and 8
Design and engineering for Interstate 84 viaduct replacement in Hartford
Operational lanes for Interstate 84 interchange 40 to 42 in West Hartford
Design and engineering for Interstate 84 and Route 8 interchange improvements in Waterbury
Design and engineering for Interstate 91, Interstate 691, and Route 15 interchange improvements
Design and engineering for Interstate 95 widening between Bridgeport and Stamford
Design and engineering, including rights-of-way, for Interstate 95 widening between the Baldwin Bridge and the Gold Star Bridge
Relocation and reconfiguration for the Interstate 91 interchange 29 in Hartford
Rehabilitation and repair for the Interstate 95 Gold Star Bridge
Reconfiguration for Route 7 and Route 15 interchange in Norwalk
Design and engineering for Route 9 improvements in Middletown
Urban bikeway, pedestrian connectivity, trails, and alternative mobility programs
Rehabilitation for Route 15 West Rock Tunnel and interchange 59
Implementation of Innovative Bridge Delivery and Construction Program
<i>Bureau of Public Transportation</i>
Bus rolling stock for service expansions
Statewide rail rolling stock replacement program, including café cars on the New Haven Line
Continued expansion, rolling stock, and development of stations on the Hartford Line

Extension of the CT fastrak bus rapid transit corridor east to Manchester
Implementation of a bus rapid transit corridor for Route 1 between Norwalk and Stamford
New signal system on the Waterbury branch line
Interim repairs to the SAGA moveable and Cos Cob bridges on the New Haven Line
Design, engineering, and construction of a new dock yard on the Danbury branch line
Design and construction of the Orange, Barnum, and Merritt 7 stations on the New Haven Line and Danbury branch line
Development of a Madison station and parking garage on Shoreline East
Study for an East Lyme (Niantic) station on Shoreline East
Design and construction of a parking deck and pedestrian bridge in New Haven on the New Haven Line
Design and construction of a pedestrian bridge in Stamford on the New Haven Line
Implementation of a statewide, real-time location and bus information system
Implementation of a real-time audio and video system on the New Haven Line
Development of a plan to upgrade capacity and speed on the New Haven Line
Study for statewide, centralized paratransit service coordination

COMMITTEE ACTION

Finance, Revenue and Bonding Committee

Joint Favorable Substitute

Yea 42 Nay 6 (04/30/2015)