



Senate

General Assembly

File No. 558

January Session, 2015

Senate Bill No. 1062

Senate, April 8, 2015

The Committee on Environment reported through SEN. KENNEDY of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the bill ought to pass.

AN ACT PROVIDING CONTINUED FUNDING FOR THE DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION'S RECREATION TRAILS PROGRAM.

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

1 Section 1. Section 23-103 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2015*):

3 (a) For the purposes described in subsection (b) of this section, the
4 State Bond Commission shall have the power, from time to time, to
5 authorize the issuance of bonds of the state in one or more series and
6 in principal amounts not exceeding in the aggregate two million
7 dollars for the fiscal year ending June 30, 2009.

8 (b) The proceeds of the sale of said bonds, to the extent of the
9 amount stated in subsection (a) of this section, shall be used by the
10 Department of Energy and Environmental Protection for the purpose
11 of establishing a Connecticut bikeway, pedestrian walkway and
12 greenway grant program. [for municipal grants.] For the purposes of

13 this section, "bikeway" means any road, street, path or way which is
14 specifically designated for bicycle travel, even if such road, street, path
15 or way is shared with other modes of transportation.

16 (c) Such grants shall be used for planning, design, land acquisition,
17 construction, construction administration, [and] publications,
18 equipment and trail amenities, including, but not limited to, parking
19 lots, toilet buildings, signs and benches for bikeways, pedestrian
20 walkways, greenways and multiuse [paths] trails. Eligible projects may
21 include: (1) Bicycle trails that complete sections of the Connecticut
22 portion of the East Coast Greenway, (2) bikeways that connect to the
23 East Coast Greenway, [and] (3) bikeways or other multiuse paths
24 established within the State Recreational Trails Plan, and (4) other
25 locally supported trails and trail systems.

26 (d) Eligibility criteria for such grants shall include, but not be
27 limited to: (1) A local match of twenty per cent, such match may be
28 provided by municipal, federal, other state, nonprofit or private funds,
29 in-kind services, and for applications [including] for trails in more than
30 one municipality, the match requirement shall be ten per cent, (2)
31 [municipal] responsibility for maintenance of such bikeways or other
32 trails, (3) public input, and (4) for bikeways, designs that comply with
33 the 1999 American Association of State Highway Transportation
34 Official's "Guide for the Development of Bicycle Facilities". Such grant
35 money may be used to match federal funds being used for the
36 purposes listed in subsection (c) of this section.

37 (e) The Department of Energy and Environmental Protection may
38 use not more than [two] five per cent of the total allocation for
39 administrative purposes. [An] The advisory committee [shall be]
40 established [to] under section 23-102 shall advise on the allocation of
41 such funds. [Membership of such committee shall be comprised of trail
42 users and advocates, who shall be determined by the commissioner.]
43 The Department of Transportation shall, in accordance with the
44 provisions of title 13a, work with the Department of Energy and
45 Environmental Protection in furtherance of such program.

46 (f) All provisions of section 3-20, or the exercise of any right or
 47 power granted thereby, which are not inconsistent with the provisions
 48 of this section are hereby adopted and shall apply to all bonds
 49 authorized by the State Bond Commission pursuant to this section, and
 50 temporary notes in anticipation of the money to be derived from the
 51 sale of any such bonds so authorized may be issued in accordance with
 52 said section 3-20 and from time to time renewed. Such bonds shall
 53 mature at such time or times not exceeding twenty years from their
 54 respective dates as may be provided in or pursuant to the resolution or
 55 resolutions of the State Bond Commission authorizing such bonds.
 56 None of said bonds shall be authorized except upon a finding by the
 57 State Bond Commission that there has been filed with it a request for
 58 such authorization which is signed by or on behalf of the Secretary of
 59 the Office of Policy and Management and states such terms and
 60 conditions as said commission, in its discretion, may require. Said
 61 bonds issued pursuant to this section shall be general obligations of the
 62 state and the full faith and credit of the state of Connecticut are
 63 pledged for the payment of the principal of and interest on said bonds
 64 as the same become due, and accordingly and as part of the contract of
 65 the state with the holders of said bonds, appropriation of all amounts
 66 necessary for punctual payment of such principal and interest is
 67 hereby made, and the State Treasurer shall pay such principal and
 68 interest as the same become due.

This act shall take effect as follows and shall amend the following sections:		
Section 1	October 1, 2015	23-103

ENV *Joint Favorable*

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.	GF - Acceleration of Debt Service Costs	Potential	Potential

Note: GF=General Fund

Municipal Impact: None

Explanation

The bill expands the Connecticut bikeway grant program to remove the restriction that grants are only awarded to municipalities. Instead, the bill (1) allows grant awards for other purposes, such as local trail systems; (2) equipment and trail facilities; (3) allows for in-kind services to count towards a municipal, federal, other state, nonprofit, or private funds match; and increases, from 2% to 5%, the amount of bond allocation the Department of Energy and Environmental Protection (DEEP) can use for program administration.

The Connecticut bikeway, pedestrian walkway and greenway grant program is funded with General Obligation (GO) bonds and the debt service on GO bonds is paid by the General Fund (GF). Expanding the purposes for which grant funds could be used under the program could result in GF debt service costs being incurred sooner to the degree that authorized GO bond funds are expended more rapidly than they otherwise would have been.

The unallocated bond balance for the program is \$2 million as of April 1, 2015. There were no allocations for this purpose in FY 14.

There is no increased cost to DEEP for administration as there has

been no activity in this program.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to changes in the amount of grant funding awarded under the Connecticut bikeway, pedestrian walkway and greenway grant program.

OLR Bill Analysis**SB 1062*****AN ACT PROVIDING CONTINUED FUNDING FOR THE DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION'S RECREATION TRAILS PROGRAM.*****SUMMARY:**

This bill expands the purposes of the Connecticut bikeway grant program to allow a wider range of potential projects and grant recipients. A 2007 law authorized up to \$6 million per year in general obligation (GO) bonds for FYs 08 and 09 to the Department of Energy and Environmental Protection (DEEP) to establish a bikeway grant program for municipalities. The bill removes the restriction that the grants are only for municipalities.

Under the bill, eligible projects may include locally supported trails and trail systems, in addition to the currently eligible projects (e.g., bikeways and multiuse paths established as part of the State Recreational Trails Plan). The bill allows grants to be used for equipment and trail amenities, such as parking lots, toilet buildings, signs, and benches. As under current law, grants may also be used for planning, design, land acquisition, construction, construction administration, and publications for bikeways, walkways, and greenways. The bill also allows the grants to be used for these purposes for multiuse "trails" instead of multiuse "paths."

Under current law, to be eligible for a grant, an applicant must include a 20% local match provided by municipal, federal, other state, nonprofit, or private funds, but if the application is for more than one municipality, then the match requirement is 10%. The bill also allows in-kind services to count toward the 20% match and provides the 10% match if the application is specifically for trails in more than one municipality. Additionally, the applicant must assume responsibility

for maintaining the bikeways or other trails. Under current law, the municipality is responsible.

The bill increases, from up to 2% to up to 5%, the amount of the bond allocation DEEP may use for administering the program. Under current law, the commissioner must establish an advisory committee of trail users and advocates to advise DEEP on the allocation of funds. The bill eliminates that advisory committee, and instead requires the Connecticut Greenways Council to advise DEEP. By law, the 11-member Connecticut Greenways Council advises the state and municipalities on planning and implementing greenways.

EFFECTIVE DATE: October 1, 2015

COMMITTEE ACTION

Environment Committee

Joint Favorable

Yea 28 Nay 0 (03/20/2015)