



House of Representatives

General Assembly

File No. 242

February Session, 2016

Substitute House Bill No. 5411

House of Representatives, March 29, 2016

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 DEPARTMENT OF TRANSPORTATION
RECOMMENDATIONS REGARDING THE LOCAL BRIDGE PROGRAM,
WORK ZONE SAFETY, THE TRANSIT-ORIENTED DEVELOPMENT
PROJECT, COMMUTER PARKING AREAS, REVISIONS TO
STATUTES RELATED TO TRANSPORTATION AND OUTDATED
REPORTING MANDATES.***

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

1 Section 1. Section 13a-175p of the general statutes is repealed and
2 the following is substituted in lieu thereof (*Effective July 1, 2016*):

3 The following terms, as used in this section and sections [13a-175p]
4 13a-175q to 13a-175u, inclusive, shall have the following meanings
5 unless the context clearly indicates a different meaning or intent:

6 (1) "Commissioner" means the Commissioner of Transportation.

7 (2) "Eligible bridge" means a bridge located within one or more
8 municipalities in the state, the physical condition of which requires it
9 be removed, replaced, reconstructed, rehabilitated or improved as

10 determined by the commissioner.

11 (3) "Eligible bridge project" means the removal, replacement,
12 reconstruction, rehabilitation or improvement of an eligible bridge by
13 one or more municipalities.

14 (4) "Grant" means any grant made to a municipality pursuant to
15 section 13a-175s.

16 (5) "Grant percentage" means [a percentage established by the
17 commissioner for each municipality by (A) ranking all municipalities
18 in descending order according to each such municipality's adjusted
19 equalized net grand list per capita as defined in section 10-261; and (B)
20 determining a percentage for each such municipality on a scale from
21 not less than fifteen per cent to not more than fifty per cent based upon
22 such ranking. In any case where a municipality does not have an
23 adjusted equalized net grand list per capita such municipality shall be
24 deemed to have the adjusted equalized net grand list per capita of the
25 town in which it is located] fifty per cent.

26 (6) "Local bridge program" means the local bridge program
27 established pursuant to this section and sections [13a-175p] 13a-175q to
28 13a-175u, inclusive.

29 (7) "Local Bridge Revolving Fund" means the Local Bridge
30 Revolving Fund created under section 13a-175r.

31 (8) "Municipality" means any town, city, borough, consolidated
32 town and city, consolidated town and borough, district or other
33 political subdivision of the state, owning or having responsibility for
34 the maintenance of all or a portion of an eligible bridge.

35 (9) "Physical condition" means the physical condition of a bridge
36 based on [its structural deficiencies, sufficiency rating] the condition of
37 its components and elements, functional adequacy, scour susceptibility
38 and load capacity all as determined by the commissioner.

39 (10) "Priority list of eligible bridge projects" means the priority list of

40 eligible bridge projects established by the commissioner in accordance
41 with the provisions of section 13a-175s.

42 (11) "Project costs" means the total costs of a project determined by
43 the commissioner to be necessary and reasonable.

44 (12) "Supplemental project obligation" means bonds or serial notes
45 issued by a municipality for the purpose of financing the portion of the
46 costs of an eligible bridge project not met from the proceeds of a grant.

47 Sec. 2. Subsection (a) of section 14-212g of the general statutes is
48 repealed and the following is substituted in lieu thereof (*Effective from*
49 *passage*):

50 (a) There is established an account to be known as the "work zone
51 safety account" which shall be a separate, nonlapsing account within
52 the Special Transportation Fund. The account shall contain any
53 moneys required by law to be deposited in the account. Moneys in the
54 account shall be expended by the Department of Transportation [for
55 the purposes of] to protect the safety of workers in highway work
56 zones, as defined in section 14-212d, through (1) highway traffic
57 enforcement, including, but not limited to, the expansion of the
58 "Operation Big Orange" program, [to protect the safety of workers in
59 highway work zones, as defined in section 14-212d] (2) the purchase
60 and implementation of technology and equipment, and (3) highway
61 work zone training and education.

62 Sec. 3. Subsection (b) of section 14-283b of the general statutes is
63 repealed and the following is substituted in lieu thereof (*Effective July*
64 *1, 2016*):

65 (b) Any operator of a motor vehicle on a highway when
66 approaching one or more [stationary] emergency vehicles that are
67 stationary or traveling significantly below the posted speed limit and
68 located on the shoulder, lane or breakdown lane of such highway shall
69 (1) immediately reduce speed to a reasonable level below the posted
70 speed limit, and (2) if traveling in the lane adjacent to the shoulder,

71 lane or breakdown lane containing such emergency vehicle, move such
72 motor vehicle over one lane, unless such movement would be
73 unreasonable or unsafe.

74 Sec. 4. (*Effective July 1, 2016*) (a) On or before January 1, 2017, the
75 Commissioner of Transportation shall commence a pilot program that
76 monitors automated speed enforcement in highway work zones in two
77 or more locations.

78 (b) Not later than January 1, 2018, the commissioner shall report the
79 findings, including, but not limited to, rates of speed and accidents
80 occurring in highway work zones, and any recommendations to the
81 joint standing committee of the General Assembly having cognizance
82 of matters relating to transportation in accordance with the provisions
83 of section 11-4a of the general statutes.

84 Sec. 5. Subsection (b) of section 13b-79kk of the general statutes is
85 repealed and the following is substituted in lieu thereof (*Effective from*
86 *passage*):

87 (b) Subject to the availability of funds, the commissioner may, with
88 the approval of the secretary, participate in transit-oriented
89 development projects to the extent that such projects result in the
90 development or improvement of public transportation facilities. When
91 the state solicits transit-oriented development proposals, the
92 commissioner shall select the developer or developers through an
93 open, competitive process. The commissioner may, with the approval
94 of the secretary, waive competitive selection when (1) the developer is
95 an abutting land owner or is the holder of a recorded, exercisable
96 option to purchase an abutting property; (2) such [land owner's]
97 property is essential to the project; and (3) the commissioner makes an
98 express finding that (A) the cost to the state of any property
99 transaction or provision of services does not exceed the fair market
100 value of the property or services, and (B) the waiver is in the best
101 interest of the state.

102 Sec. 6. Section 13b-2 of the general statutes is repealed and the

103 following is substituted in lieu thereof (*Effective July 1, 2016*):

104 The following terms, when used in this chapter shall have the
105 following meanings, unless the context otherwise requires:

106 (1) "Aeronautics", "air navigation facility", "airport" and "restricted
107 landing area" have the meanings provided in section 15-34;

108 (2) "Bureau" means any of the operating bureaus established in the
109 department pursuant to the provisions of section 4-8;

110 (3) "Commissioner" means the Commissioner of Transportation
111 appointed pursuant to this chapter;

112 (4) "Department" means the Department of Transportation
113 established pursuant to this chapter;

114 (5) "Highway", "state highway" and "limited access state highway"
115 have the meanings provided in section 13a-1;

116 (6) "Motor carrier" means any person who operates motor vehicles
117 over the highways of this state, whether over regular or irregular
118 routes, in the transportation of passengers or property, or any class or
119 classes thereof, for hire by the general public or for hire under special
120 and individual contracts;

121 (7) "Person" may include the United States, any state, or any agency,
122 instrumentality, department or officer thereof;

123 (8) "State highway system" has the meaning provided in sections
124 13a-14 and 13a-15;

125 (9) "Transportation" means any form of transportation for persons
126 or goods within, to or from the state, whether by highway, air, water,
127 rail or any other means;

128 (10) "Fare inspector" means an employee of (A) the department
129 designated by the commissioner, or (B) a third-party contractor
130 employed by the department, whose duties are to inspect tickets,

131 passes or other documentation required to show compliance by the
132 passenger with the fare payment requirements of state-owned or
133 controlled bus public transportation service when the fare payment is
134 off board or a combination of off board and on board such bus; [.]

135 (11) "Parking inspector" means an employee of (A) the department,
136 designated by the commissioner, or (B) a third-party contractor
137 employed by the department, whose duties are to monitor compliance
138 with parking regulation and payment requirements in state commuter
139 parking areas supporting public transportation services.

140 Sec. 7. Section 13b-29 of the general statutes is repealed and the
141 following is substituted in lieu thereof (*Effective October 1, 2016*):

142 (a) Notwithstanding the provisions of any other statute, the
143 commissioner may develop plans for, construct and maintain state
144 commuter parking [facilities] areas at locations along automobile
145 routes that will reduce peak traffic demands on highway systems and
146 at locations that will encourage the use of carpools, vanpools and mass
147 transportation facilities such as, but not limited to, bus or railroad
148 lines. Any such parking [facilities which] areas that are not regulated
149 by municipalities on October 1, 1983, may be used only for routine,
150 temporary parking by persons using carpool or vanpool vehicles or
151 mass transportation facilities. With the approval of the Secretary of the
152 Office of Policy and Management, the commissioner may establish and
153 collect reasonable parking fees at state commuter parking areas. The
154 commissioner or any parking inspector may issue citations for any
155 violation of posted rules within state commuter parking areas. The
156 commissioner shall establish a process to hear appeals of fines assessed
157 for such violations. The commissioner shall adopt regulations in
158 accordance with the provisions of chapter 54 governing the use of such
159 parking [facilities] areas. Violation of any provision of any such
160 regulations, or failure to pay assessed penalties for such violations,
161 shall be an infraction. Any fine or assessed penalties imposed pursuant
162 to this section shall be deposited in the Special Transportation Fund.

163 (b) Such parking [facilities] areas may use space on, above or under

164 highway rights-of-way. Funds expended by the Commissioner of
165 Transportation on such parking [facilities] areas shall be divided
166 between the needs of individuals who commute by automobile and
167 individuals who commute by any of the various forms of mass
168 transportation to [insure] ensure that the needs of each commuter for
169 adequate parking [facilities] areas along railroad lines, bus routes,
170 automobile routes or the lines or routes of other forms of
171 transportation are not neglected. The commissioner may enter into
172 agreements with federal, state or local governmental agencies to
173 develop such plans, and to construct and maintain such [facilities]
174 areas. The provisions of such agreements may be carried out by the
175 commissioner or the state or local agency as necessity, convenience or
176 economy requires. If and when the Congress of the United States
177 provides financial aid to states for the planning, construction or
178 maintenance of commuter parking [facilities] areas, the commissioner
179 may do any and all other acts and things necessary or desirable to take
180 advantage of such financial aid on behalf of the state in the same
181 manner as is provided in section 13a-165 for federal aid for highways.
182 Contracts for such construction shall be carried out in the manner
183 provided by statute and regulations pursuant thereto for public works.
184 The commissioner may acquire in the name of the state such real
185 property as is necessary to construct and maintain such commuter
186 parking [facilities] areas in the same manner and with like powers as
187 authorized and exercised by said commissioner in acquiring real
188 property for state highway purposes.

189 Sec. 8. Subsection (b) of section 13b-61 of the 2016 supplement to the
190 general statutes is repealed and the following is substituted in lieu
191 thereof (*Effective July 1, 2016*):

192 (b) Notwithstanding any provision of subsection (a) of this section,
193 there shall be paid promptly to the Treasurer and thereupon, unless
194 required to be applied by the terms of any lien, pledge or obligation
195 created by or pursuant to the 1954 declaration, part III (C) of chapter
196 240, credited to the Special Transportation Fund:

197 (1) On and after July 1, 1984, all moneys received or collected by the
198 state or any officer thereof on account of, or derived from, sections 12-
199 458 and 12-479, provided the State Comptroller is authorized to record
200 as revenue to the General Fund for the fiscal year ending June 30, 1984,
201 the amount of tax levied in accordance with said sections 12-458 and
202 12-479, on all fuel sold or used prior to the end of said fiscal year and
203 which tax is received no later than July 31, 1984;

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

207 (3) On and after July 1, 1984, all moneys received or collected by the
208 state or any officer thereof on account of, or derived from, (A)
209 subsection (a) of section 14-192, and (B) royalty payments for retail
210 sales of gasoline pursuant to section 13a-80, as amended by this act;

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

215 (5) On or after July 1, 1989, all moneys received or collected by the
216 state or any officer thereof on account of, or derived from, section 13b-
217 70;

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

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

223 (8) On and after July 1, 1997, all moneys received or collected by the
224 state or any officer thereof on account of, or derived from, section 14-
225 319;

226 (9) On and after July 1, 1997, all moneys received or collected by the

227 state or any officer thereof on account of, or derived from, fees
228 collected pursuant to section 14-327b for motor fuel quality registration
229 of distributors;

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

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

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

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

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

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

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

257 (17) On and after July 1, 2011, all moneys received or collected by
258 the state or any officer thereof on account of, or derived from, sections
259 13b-61a to 13b-61c, inclusive;

260 (18) On and after July 1, 2011, any other funds, moneys and receipts
261 of the state required by law to be deposited, transferred or paid into
262 the Special Transportation Fund other than proceeds of bonds or other
263 securities of the state or of federal grants under the provisions of
264 federal law; [and]

265 (19) On and after July 1, 2016, all moneys received or collected by
266 the state or any officer thereof on account of, or derived from,
267 subsection (a) of section 13b-29, as amended by this act; and

268 ~~[(19)]~~ (20) On and after July 1, 2015, all moneys received or collected
269 by the state or any officer thereof on account of, or derived from, the
270 use of highways, expressways and ferries, except as necessary for the
271 direct payment of debt service on obligations of the state incurred for
272 transportation purposes.

273 Sec. 9. Subsection (a) of section 13b-34 of the 2016 supplement to the
274 general statutes is repealed and the following is substituted in lieu
275 thereof (*Effective July 1, 2016*):

276 (a) The commissioner shall have power, in order to aid or promote
277 the operation, whether temporary or permanent, of any transportation
278 service operating to, from or in the state, to contract in the name of the
279 state with any person, including but not limited to any common
280 carrier, any transit district formed under chapter 103a or any special
281 act, or any political subdivision or entity, or with the United States or
282 any other state, or any agency, instrumentality, subdivision,
283 department or officer thereof, for purposes of initiating, continuing,
284 developing, providing or improving any such transportation service.
285 Such contracts may include provision for arbitration of disputed
286 issues. The commissioner, in order to aid or promote the operation of
287 any transportation service operating outside the state, may contract in
288 the name of the state with any person, including, but not limited to,

289 any common carrier, or with the United States or any other state, or
290 any agency, instrumentality, subdivision, department or officer
291 thereof, for purposes of providing any transportation service in the
292 event such assistance is required in the case of an emergency or a
293 special event. The state, acting by and through the commissioner, may,
294 by itself or in concert with others, provide all or a portion of any such
295 service, share in the costs of or provide funds for such service, or
296 furnish equipment or facilities for use in such service upon such terms
297 and conditions as the commissioner may deem necessary or advisable,
298 and any such contracts may include, without limitation thereto,
299 arrangements under which the state shall so provide service, share
300 costs, provide funds or furnish equipment or facilities. To these ends,
301 the commissioner may in the name of the state acquire or obtain the
302 use of facilities and equipment employed in providing any such
303 service by gift, purchase, lease or other arrangements and may own
304 and operate any such facilities and equipment and establish, charge
305 and collect such fares and other charges or arrange for such collection
306 for the use or services thereof as [he] the commissioner may deem
307 necessary, convenient or desirable. The commissioner or any fare
308 inspector [, as defined in section 13b-2, shall have the authority to] may
309 issue citations for any violation of section 13b-38i. The commissioner
310 or any parking inspector may issue citations for any violation of
311 section 13b-29, as amended by this act. The commissioner may also
312 acquire title in fee simple to, or any lesser estate, interest or right in,
313 any rights-of-way, properties or facilities, including properties used on
314 or before October 1, 1969, for rail or other forms of transportation
315 services. The commissioner may hold such properties for future use by
316 the state and may enter into agreements for interim use of such
317 properties for other purposes. Any person contracting with the state
318 pursuant to this section for the provision of any transportation service
319 shall not be considered an arm or agent of the state. Any damages
320 caused by the operation of such transportation service by such person
321 may be recovered in a civil action brought against such person in the
322 superior court and such person may not assert the defense of sovereign
323 immunity in such action.

324 Sec. 10. Subsection (c) of section 13a-73 of the 2016 supplement to
325 the general statutes is repealed and the following is substituted in lieu
326 thereof (*Effective from passage*):

327 (c) The commissioner may purchase any land and take a deed
328 thereof in the name of the state when such land is needed in
329 connection with the layout, construction, repair, reconstruction or
330 maintenance of any state highway or bridge, and any land or buildings
331 or both, necessary, in the commissioner's opinion, for the efficient
332 accomplishment of the foregoing purpose, and may further, when the
333 commissioner determines that it is in the best interests of the state,
334 purchase, lease or otherwise arrange for the acquisition or exchange of
335 land or buildings or both. [provided any purchase of such land or
336 land and buildings in an amount in excess of the sum of one hundred
337 thousand dollars shall be approved by a state referee.] The
338 commissioner, with the advice and consent of the Attorney General,
339 may settle and compromise any claim by any person, firm or
340 corporation claiming to be aggrieved by such layout, construction,
341 reconstruction, repair or maintenance by the payment of money, the
342 transfer of other land acquired for or in connection with highway
343 purposes, or otherwise. The commissioner shall permit the last owner
344 of record of such real property upon which an owner-occupied
345 residence or owner-operated business is situated to remain in such
346 residence or operate such business, rent free, for a period of ninety
347 days from the filing of such deed.

348 Sec. 11. Subsection (b) of section 13a-80 of the general statutes is
349 repealed and the following is substituted in lieu thereof (*Effective from*
350 *passage*):

351 (b) The Department of Transportation shall obtain a full appraisal
352 on excess property prior to its sale and shall hold a public bid or
353 auction for all properties determined to be legal lots of record. If the
354 department does not receive any bids at the initial public bid or
355 auction, the department may continue to market the property and
356 accept offers for sale or hold another bid or auction. Transfers to other

357 state agencies and municipalities for purposes specified by the
358 department shall be exempt from the appraisal requirement. The
359 department shall offer parcels that are legal lots of record to other state
360 agencies [, and to any municipality in which any such parcel is located,
361 before holding] prior to a public bid or auction and shall offer parcels
362 that are not legal lots of record to [all] abutting landowners in
363 accordance with department regulations. If the sale or transfer of
364 property pursuant to this section results in the existing property of an
365 abutting landowner becoming a nonconforming use, pursuant to local
366 zoning requirements, the commissioner may sell or transfer the
367 property to such abutting landowner without public bid or auction.
368 The department shall obtain a second appraisal if the value of such
369 property is more than two hundred fifty thousand dollars and is to be
370 sold to an abutting landowner or in accordance with the provisions of
371 subsection (c) of this section. Any appraisals shall be obtained prior to
372 the determination of a sale price of the excess property.

373 Sec. 12. Subsection (a) of section 13b-251 of the general statutes is
374 repealed and the following is substituted in lieu thereof (*Effective from*
375 *passage*):

376 (a) The minimum overhead clearance for any structure crossing
377 over railroad tracks for which construction is begun on or after
378 October 1, 1986, shall be twenty feet, six inches, except that, (1) if the
379 construction includes only deck replacement or minor widening of the
380 structure, and the existing piers or abutments remain in place, the
381 minimum overhead clearance shall be the structure's existing overhead
382 clearance; (2) the minimum overhead clearance for any structure
383 crossing any railroad tracks on which trains are operated that are
384 attached to or powered by means of overhead electrical wires shall be
385 twenty-two feet, six inches; (3) the minimum overhead clearance for
386 the structure that carries (A) Route 372 over railroad tracks in New
387 Britain, designated state project number 131-156, (B) U.S. Route 1 over
388 railroad tracks in Fairfield, designated state project number 50-6H05,
389 (C) Route 729 over railroad tracks in North Haven, designated state
390 project number 100-149, (D) Grove Street over railroad tracks in

391 Hartford, designated state project number 63-376, (E) Route 1 over
392 railroad tracks in Milford, designated state project number 173-117, (F)
393 Ingham Hill Road over railroad tracks in Old Saybrook, designated
394 state project number 105-164, (G) Ellis Street over railroad tracks in
395 New Britain, designated state project number 88-114, (H) Route 100
396 over the railroad tracks in East Haven, bridge number 01294, and (I)
397 Church Street Extension over certain railroad storage tracks located in
398 the New Haven Rail Yard, designated state project number 92-526,
399 shall be eighteen feet; (4) the minimum overhead clearance for those
400 structures carrying (A) Fair Street, bridge number 03870, (B) Crown
401 Street, bridge number 03871, and (C) Chapel Street, bridge number
402 03872, over railroad tracks in New Haven shall be seventeen feet, six
403 inches; (5) the minimum overhead clearance for the structure carrying
404 State Street railroad station pedestrian bridge over railroad tracks in
405 New Haven shall be nineteen feet, ten inches; (6) the overhead
406 clearance for the structure carrying Woodland Street over the Griffins
407 Industrial Line in Hartford, designated state project number 63-501,
408 shall be fifteen feet, nine inches, with new foundations placed at
409 depths which may accommodate an overhead clearance to a maximum
410 of seventeen feet, eight inches; (7) the Department of Transportation
411 may replace the Hales Road Highway Bridge over railroad tracks in
412 Westport, Bridge Number 03852, with a new bridge that provides a
413 minimum overhead clearance over the railroad tracks that shall be
414 eighteen feet, five inches; (8) the Department of Transportation may
415 replace the Pearl Street Highway Bridge over railroad tracks in
416 Middletown, Bridge Number 04032, with a new bridge that provides a
417 minimum overhead clearance over the railroad tracks that shall be
418 seventeen feet, eleven inches; [and] (9) the Department of
419 Transportation may construct a new bridge that provides a minimum
420 overhead clearance of twenty-two feet, two inches for the structure
421 carrying Metro Center Access Road over the Metro-North Railroad in
422 Fairfield; and (10) the Department of Transportation may replace the
423 bridge that carries West Street over the Providence and Worcester
424 Railroad in Middletown, Bridge Number 03993, with a new bridge that
425 provides a minimum overhead clearance over the railroad tracks of

426 eighteen feet, one inch.

427 Sec. 13. Subsection (b) of section 13b-79p of the general statutes is
428 repealed and the following is substituted in lieu thereof (*Effective July*
429 *1, 2016*):

430 (b) The commissioner shall evaluate and plan the implementation of
431 the following projects:

432 [(1) Improving Routes 2 and 2A in the towns of Preston, North
433 Stonington and Montville, including conducting the first phase of a
434 study examining construction of a Route 2A bypass alternative that
435 would begin in Preston, proceed in a northerly direction toward
436 downtown Norwich, and end at Route 2 in Preston. The first phase of
437 the study shall include, but need not be limited to, an analysis of the
438 feasibility, local economic impact and cost of constructing that portion
439 of the bypass alternative that would pass through the Hinkley Hill
440 area of Norwich. The first phase of the study shall be conducted by an
441 independent entity pursuant to a contract with the Department of
442 Transportation, the value of which shall not exceed three hundred
443 thousand dollars. The results of the first phase of the study shall be
444 submitted not later than September 30, 2008, to said department and
445 the joint standing committee having cognizance of matters relating to
446 transportation;]

447 [(2)] (1) Upgrading the Pequot Bridge in Montville;

448 [(3)] (2) Evaluating rail links to other ports;

449 [(4)] (3) Supporting and encouraging the dredging of the state's
450 commercial ports;

451 [(5)] (4) Developing a second rail passenger station between New
452 Haven and Milford;

453 [(6)] (5) Expanding Route 9; and

454 [(7)] (6) Completing the Day Hill Corridor environmental

455 assessment study, not to exceed five hundred thousand dollars.

456 Sec. 14. Section 13b-276 of the general statutes is repealed and the
457 following is substituted in lieu thereof (*Effective July 1, 2016*):

458 [(a)] The Commissioner of Transportation, if he finds that a
459 dangerous condition exists at such crossing, except a dangerous
460 condition arising out of improper or inadequate maintenance, shall
461 issue such order to such municipality or to any such public service
462 company directing the removal, change or relocation of such crossing,
463 highway, tracks, pipes, wires, poles or other fixtures or tree or building
464 or other structure, as may be necessary to eliminate such dangerous
465 condition; and shall apportion the cost thereof among such public
466 service company or companies, such municipality and the state, and
467 shall determine the conditions and the time and manner of the
468 payment of such apportionments, provided the portion of the cost to
469 be paid by such public service company in the elimination of any such
470 dangerous conditions on state maintained highways shall not exceed
471 ten per cent. The party or parties ordered by said commissioner to
472 perform the work necessary to remove such dangerous condition shall
473 serve written notice, at least thirty days prior to the approximate date
474 of the commencement of such work, upon all other parties in interest,
475 including any public service company whose plant is involved or
476 affected by such work, and any such public service company shall
477 provide such means as may be necessary for the continued use of such
478 plant in such manner as to best serve the interests and convenience of
479 the public.

480 [(b)] The Commissioner of Transportation shall, not later than
481 October 1, 2009, and every three years thereafter, provide a report, in
482 accordance with the provisions of section 11-4a, to the joint standing
483 committees of the General Assembly having cognizance of matters
484 relating to transportation and finance, revenue and bonding, regarding
485 any railroad crossing at grade. Such report shall (1) list all the at-grade
486 rail crossings in the state, (2) identify such crossings that create a
487 hazardous situation, (3) provide a budget and identify funding

488 sources, including any available federal funding, for upgrading or
489 eliminating such hazardous crossings, (4) prioritize the upgrades or
490 eliminations that are recommended in such report, and (5) for reports
491 submitted pursuant to this subsection after the initial report, describe
492 the progress to date in upgrading or eliminating hazardous at-grade
493 crossings.]

494 Sec. 15. Subsection (a) of section 13a-184 of the general statutes is
495 repealed and the following is substituted in lieu thereof (*Effective July*
496 *1, 2016*):

497 (a) The State Bond Commission shall have power, in accordance
498 with the provisions of this section and sections [13a-184] 13a-185 to
499 13a-197, inclusive, from time to time, to authorize the issuance of
500 temporary notes as hereinafter provided, and from time to time to
501 authorize the issuance of bonds or certificates of indebtedness of the
502 state, hereinafter referred to as securities, in one or more series and in
503 principal amounts not in the aggregate exceeding one hundred thirty-
504 two million one hundred thousand dollars. [From the revenues
505 anticipated to be available to the Commissioner of Transportation in
506 the Highway Fund for the biennium ending June 30, 1963,
507 appropriation of the sum of twenty-five million dollars for said
508 biennium is hereby made, and from the revenues anticipated to be
509 available to the commissioner in the Highway Fund for the biennium
510 ending June 30, 1967, appropriation of the sum of twenty-five million
511 five hundred thousand dollars for said biennium is hereby made, and
512 said aggregate sum of fifty million five hundred thousand dollars is
513 appropriated for highway construction and other purposes as
514 provided in said sections and in subsections (d) and (e) of section 13b-
515 26.]

516 Sec. 16. Section 13b-57m of the general statutes is repealed and the
517 following is substituted in lieu thereof (*Effective July 1, 2016*):

518 The purpose of [sections 13b-57m to 13b-57q, inclusive,] this section
519 and subdivision (16) of subsection (b) of section 13b-61, as amended by
520 this act, is to promote the welfare and prosperity of the people of this

521 state by enabling the state to implement and fund certain
522 transportation related projects, purposes and strategies in order to: (1)
523 Improve personal mobility within and through this state; (2) improve
524 the movement of goods and freight within and through this state; (3)
525 integrate transportation with economic, land use, environmental and
526 quality of life issues; (4) develop policies and procedures that will
527 integrate the state economy with regional, national and global
528 economies; and (5) identify policies and sources that provide an
529 adequate and reliable flow of funding necessary for a quality
530 multimodal transportation system.

531 Sec. 17. Section 13b-57s of the general statutes is repealed and the
532 following is substituted in lieu thereof (*Effective July 1, 2016*):

533 During the fiscal years ending June 30, 2006, and June 30, 2007, the
534 sum of five million dollars shall be expended from the Transportation
535 Strategy Board projects account for grants-in-aid and administrative
536 expenses under the program established pursuant to section 13b-38bb.
537 [The funding shall be included in the annual financing plan adopted
538 pursuant to section 13b-57q.] The funds shall remain available until
539 expended.

540 Sec. 18. Section 13b-57t of the general statutes is repealed and the
541 following is substituted in lieu thereof (*Effective July 1, 2016*):

542 (a) During the fiscal year ending June 30, 2005, [the annual financing
543 plan adopted pursuant to section 13b-57q shall include] the sum of five
544 million dollars [to] shall be expended from the Transportation Strategy
545 Board projects account to support the New Haven Line revitalization
546 program undertaken pursuant to subsections (a), (b) and (c) of this
547 section and sections 13b-78k, as amended by this act, 13b-78m and 13b-
548 78n. The funds shall remain available until expended.

549 (b) During the fiscal year ending June 30, 2006, the sum of twenty
550 million dollars shall be expended from the Transportation Strategy
551 Board projects account to support the New Haven Line revitalization
552 program undertaken pursuant to public act 05-4 of the June special

553 session. [The funding shall be included in the annual financing plan
554 adopted pursuant to section 13b-57q.] The funds shall remain available
555 until expended.

556 (c) During the fiscal year ending June 30, 2007, the sum of fifteen
557 million dollars shall be expended from the Transportation Strategy
558 Board projects account to support the New Haven Line revitalization
559 program undertaken pursuant to public act 05-4 of the June special
560 session. [The funding shall be included in the annual financing plan
561 adopted pursuant to section 13b-57q.] The funds shall remain available
562 until expended.

563 (d) From the fiscal year ending June 30, 2008, to the fiscal year
564 ending June 30, 2015, inclusive, the sum of fifteen million dollars shall
565 be expended from the Transportation Strategy Board projects account
566 to support the New Haven Line Revitalization program undertaken
567 pursuant to public act 05-4 of the June special session. [The funding
568 shall be included in the annual financing plan adopted pursuant to
569 section 13b-57q.] The funds shall remain available until expended.

570 Sec. 19. Subsection (a) of section 13b-69 of the 2016 supplement to
571 the general statutes is repealed and the following is substituted in lieu
572 thereof (*Effective July 1, 2016*):

573 (a) Except as provided in subsection (b) of section 14-212g, the
574 Treasurer shall apply the resources in the Special Transportation Fund,
575 upon their receipt, first, to pay or provide for the payment of debt
576 service requirements, as defined in section 13b-75, at such time or
577 times, in such amount or amounts and in such manner, as provided by
578 the proceedings authorizing the issuance of special tax obligation
579 bonds pursuant to sections 13b-74 to 13b-77, inclusive, and then to pay
580 from the Transportation Strategy Board projects account of the Special
581 Transportation Fund, established under section 13b-57r, the
582 incremental revenues identified in approved annual financing plans
583 for cash funding. [in accordance with the provisions of section 13b-
584 57q.]

585 Sec. 20. Section 13b-78k of the general statutes is repealed and the
586 following is substituted in lieu thereof (*Effective July 1, 2016*):

587 As used in this section, sections 13b-57m, as amended by this act,
588 [and 13b-57q to] 13b-57r and 13b-57s, as amended by this act,
589 [inclusive,] subsections (a), (b) and (c) of section 13b-57t, as amended
590 by this act, sections 13b-74 and 13b-78l to [13b-78o] 13b-78n, inclusive,
591 and section 46 of public act 05-4 of the June special session:

592 (1) "New Haven Line" means the rail passenger service operated
593 between New Haven and intermediate points and Grand Central
594 station, including the Danbury, Waterbury and New Canaan branch
595 lines.

596 (2) "New Haven Line revitalization program" means the design,
597 development, construction and acquisition of maintenance facilities,
598 rail cars and related equipment for use on the New Haven Line, as
599 specified in subdivisions (1) and (2) of section 13b-78l.

600 (3) "Transportation Strategy Board projects account" means the
601 account created by subsection (a) of section 13b-57r.

602 (4) "Transportation system improvement" means: (1) Projects
603 included in the state-wide transportation improvement program, (2)
604 funded and unfunded projects included in regional transportation
605 improvement plans, or (3) projects identified in subsection (h) of
606 section 13b-57.

607 Sec. 21. Section 13b-79t of the general statutes is repealed and the
608 following is substituted in lieu thereof (*Effective July 1, 2016*):

609 The Department of Transportation may solicit bids or qualifications
610 for equipment, materials or services for a project funded pursuant to
611 subsection (a) of section 3-20a, subsection (c) of section 4-66c,
612 subdivision (4) of subsection (a) of section 13b-57d, section 13b-61a,
613 subdivision (3) of section 13b-78k, as amended by this act, section 13b-
614 78n, subsection (a) of section 13b-78p, sections 13b-79o to [13b-79z]
615 13b-79y, inclusive, or sections 19, 24, 25 or 33 to 35, inclusive, of public

616 act 06-136 at any time in the fiscal year, notwithstanding the fact that
 617 all required funds may not be available for the expenditure until later
 618 in the same or succeeding fiscal year.

619 Sec. 22. Sections 13b-22, 13b-26, 13b-57q, 13b-77a, 13b-78o, 13b-79 to
 620 13b-79b, inclusive, and 13b-79z of the general statutes are repealed.
 621 (*Effective July 1, 2016*)

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2016</i>	13a-175p
Sec. 2	<i>from passage</i>	14-212g(a)
Sec. 3	<i>July 1, 2016</i>	14-283b(b)
Sec. 4	<i>July 1, 2016</i>	New section
Sec. 5	<i>from passage</i>	13b-79kk(b)
Sec. 6	<i>July 1, 2016</i>	13b-2
Sec. 7	<i>October 1, 2016</i>	13b-29
Sec. 8	<i>July 1, 2016</i>	13b-61(b)
Sec. 9	<i>July 1, 2016</i>	13b-34(a)
Sec. 10	<i>from passage</i>	13a-73(c)
Sec. 11	<i>from passage</i>	13a-80(b)
Sec. 12	<i>from passage</i>	13b-251(a)
Sec. 13	<i>July 1, 2016</i>	13b-79p(b)
Sec. 14	<i>July 1, 2016</i>	13b-276
Sec. 15	<i>July 1, 2016</i>	13a-184(a)
Sec. 16	<i>July 1, 2016</i>	13b-57m
Sec. 17	<i>July 1, 2016</i>	13b-57s
Sec. 18	<i>July 1, 2016</i>	13b-57t
Sec. 19	<i>July 1, 2016</i>	13b-69(a)
Sec. 20	<i>July 1, 2016</i>	13b-78k
Sec. 21	<i>July 1, 2016</i>	13b-79t
Sec. 22	<i>July 1, 2016</i>	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 17 \$	FY 18 \$
Transportation, Dept.	TF - Revenue Gain	Potential	Potential
Resources of the General Fund	GF - Potential Revenue Gain	up to \$10,000	Up to \$10,000

Note: TF=Transportation Fund; GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 17 \$	FY 18 \$
All Municipalities	See Below	See Below	See Below

Explanation

Section 1 of the bill: (1) changes the grant percentage for municipalities and (2) expands eligibility for the Local Bridge Program. Due to the increase in bridge eligibility and no corresponding increase in the bond authorization, it is anticipated that municipal bridge projects will receive an increase in total project funding which would reduce the available balance in the program for municipal grants.

Section 2 expands the Department of Transportations' (DOT) use of the Work Zone Safety Account which would reduce the available balance of the account.

Section 3 expands the circumstances when drivers approaching emergency vehicles on a highway must slow down and move over which may result in revenue gain to the General Fund of up to \$10,000 dependent on the number of infractions. It is anticipated few infractions will occur.

Section 4 requires DOT to establish a pilot program to monitor automated speed enforcement which does not result in a fiscal impact as DOT has the resources to carry out the provisions of the program.

Section 5 allows DOT to waive the competitive selection process for transit-oriented development projects under certain circumstances which is not anticipated to result in a fiscal impact to the state.

Sections 6-9 authorize DOT to regulate commuter parking areas by charging parking fees and imposing penalties which will result in a potential revenue gain to the Special Transportation Fund (STF). The fiscal impact will be dependent on: (1) the number of parking areas, (2) the parking fee structure and (3) the number of penalties.

Section 10 removes a requirement that certain land or building acquisitions costing more than \$100,000 be approved by the state referee and is not anticipated to result in a fiscal impact.

Section 11 eliminates the requirement for the Department of Transportation to offer surplus property to a municipality (at a price determined by DOT) before bringing the property to a public bid. As public bids can result in prices that are higher or lower than prices determined by DOT, the section could result in a cost or savings to a municipality that intends to purchase land from DOT. Any cost or savings to municipalities would result in a corresponding revenue gain or loss to DOT.

Section 12 exempts a bridge from overhead clearance laws which does not result in a fiscal impact.

Sections 13-22 eliminate reporting requirements for DOT which does not result in a fiscal impact.

The Out Years

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

OLR Bill Analysis**sHB 5411*****AN ACT CONCERNING DEPARTMENT OF TRANSPORTATION RECOMMENDATIONS REGARDING THE LOCAL BRIDGE PROGRAM, WORK ZONE SAFETY, THE TRANSIT-ORIENTED DEVELOPMENT PROJECT, COMMUTER PARKING AREAS, REVISIONS TO STATUTES RELATED TO TRANSPORTATION AND OUTDATED REPORTING MANDATES.*****SUMMARY:**

This bill repeals the Department of Transportation (DOT) commissioner's explicit authority to make alterations to the state highway system (§ 22). It also:

1. increases the grant amounts, in some cases, and makes more bridges eligible for Local Bridge Program assistance (§ 1);
2. allows the DOT commissioner to establish and collect fees at state commuter parking areas (§§ 6-9);
3. expands the circumstances in which the DOT commissioner may waive the competitive developer selection process for transit-oriented development projects (§ 5);
4. eliminates a requirement that the state referee approve any land purchases by the DOT commissioner that exceed \$100,000 (§ 10);
5. expands the types of allowable expenditures from DOT's work zone safety account and requires DOT to establish a pilot program to monitor speed in highway work zones (§§ 2 & 4);
6. requires drivers to slow down and move over when approaching emergency vehicles traveling significantly below the speed limit (§ 3); and

7. makes other changes to the laws affecting DOT's sale of property and reporting requirements.

Finally, it exempts a bridge in Middletown from statutory overhead clearance requirements and makes technical and conforming changes.

EFFECTIVE DATE: Various, see below

§ 1 — LOCAL BRIDGE PROGRAM

The local bridge program provides grants to municipalities for the removal, replacement, reconstruction, rehabilitation, or improvement of local bridges. By law, the DOT commissioner establishes a priority list of bridges, based on their physical condition, and awards grants to municipalities in their order of priority. The grant amount is equal to the project's total cost multiplied by the "grant percentage" (CGS § 13a-175s).

The bill increases the grant amount available to many municipalities by modifying the definition of "grant percentage." Under current law, DOT determines each municipality's grant percentage by (1) ranking municipalities based on their adjusted equalized net grand list per capita and (2) assigning a percentage, on a scale of 15%-50% for each municipality based on its ranking. Under the bill, the grant percentage of each municipality equals 50%.

The bill also makes more bridges eligible for grants under the program by modifying the definition of "physical condition." Under current law, a bridge's physical condition is based on its structural deficiencies and sufficiency rating. A bridge's sufficiency rating is determined primarily by the structural condition of its major components (i.e., substructure, superstructure, and deck). However, federal bridge inspection law has changed to incorporate inspection standards based on smaller bridge elements (e.g., stringers and floor beams), and states are now required to collect and report element level data on bridges (23 U.S.C. § 144). The bill incorporates these new standards by changing the definition of physical condition to "the condition of its components and elements, functional adequacy, scour

susceptibility, and load capacity.” Among other things, this change allows municipalities to receive funding for a bridge with smaller elements in poor condition, even if its major components are not yet structurally deficient, as well as for bridge maintenance and preservation.

EFFECTIVE DATE: July 1, 2016

§§ 2 & 4 — HIGHWAY WORK ZONES

Work Zone Safety Account

The bill allows DOT to use Work Zone Safety Account funds to (1) purchase and implement technology and equipment and (2) provide highway work zone training and education. Currently, DOT may use these funds only for highway traffic enforcement. Under existing law and the bill, any of these account expenditures must be used to protect highway workers’ safety.

EFFECTIVE DATE: Upon passage

Pilot Program

By January 1, 2017, the bill requires DOT to establish a pilot program that monitors automated speed enforcement in highway work zones in two or more locations. DOT must report to the Transportation Committee, by January 1, 2018, on its findings, including (1) speed rates and accidents in highway work zones and (2) any recommendations.

EFFECTIVE DATE: July 1, 2016

§ 3 — MOVING OVER FOR EMERGENCY VEHICLES

The bill expands the circumstances when drivers approaching emergency vehicles on a highway must slow down and move over.

By law, when approaching a stationary emergency vehicle located on the shoulder, lane, or breakdown lane of a highway, drivers must slow down to a reasonable speed below the speed limit and, if they are traveling in the adjacent lane, move over one lane unless doing so is

unreasonable or unsafe. Under the bill, a driver must also slow down and move over for emergency vehicles traveling significantly below the posted speed limit. By law, these provisions only apply on highways with two or more lanes proceeding in the same direction.

Under this law, “emergency vehicle” means any vehicle with activated flashing lights that is (1) operated by an emergency medical services organization responding to an emergency call, (2) operated by a fire department or officer responding to an emergency, (3) operated by a police officer, (4) a maintenance vehicle, or (5) a wrecker.

By law, any person who violates these provisions commits an infraction, except that fines increase if the violation results in the injury or death of an emergency vehicle operator.

EFFECTIVE DATE: July 1, 2016

§ 5 — SELECTION OF DEVELOPERS FOR TRANSIT ORIENTED DEVELOPMENT PROJECTS

By law, the DOT commissioner, with the approval of the Office of Policy and Management (OPM) secretary, may waive the competitive selection process for transit-oriented development projects when the developer is an abutting landowner and his or her property is essential to the project. The bill allows him to also waive the process if a developer holds a recordable, exercisable option to purchase an abutting property.

Under existing law and the bill, the DOT commissioner may waive the process only if he finds that the cost to the state of any property transaction or service does not exceed fair market value and the waiver is in the state’s best interest.

EFFECTIVE DATE: Upon passage

§§ 6-9 — PARKING AT COMMUTER PARKING AREAS

Beginning October 1, 2016, the bill allows the DOT commissioner, with approval of the OPM secretary, to set and collect reasonable parking fees at state commuter parking areas and issue citations for

violations of posted rules. Under the bill, state commuter parking areas are at locations along automobile routes that will encourage the use of carpools, vanpools, and mass transportation facilities such as bus or railroad lines. But the bill also changes the commissioner's powers related to public transportation to similarly allow him to issue citations for violations beginning on July 1, 2016. It is unclear whether and for what violations the commissioner can issue citations from July 1 to October 1, 2016.

Under the bill, the commissioner must establish a process to hear appeals of assessed fines and adopt regulations governing the use of the parking areas. The bill makes a violation of the regulations or failure to pay any penalty an infraction and requires that all fines and penalties be deposited in the Special Transportation Fund (STF), starting July 1, 2016.

The bill creates the position of parking inspector, who may be a (1) DOT employee the commissioner designates or (2) third-party contractor the department employs. In either case the parking inspector may issue citations for violations of posted rules in the parking areas and monitor compliance with parking regulations and payment requirements.

EFFECTIVE DATE: October 1, 2016, except that provisions on the parking inspector definition, commissioner's public transportation powers, and STF are effective July 1, 2016.

§ 10 — APPROVAL OF DOT PURCHASES BY STATE REFEREE

The bill eliminates a requirement that the state referee approve any purchase by the DOT commissioner of land or buildings for state highways and bridges that exceeds \$100,000. By law, the State Properties Review Board must review all purchases of property in connection with the state highway system in excess of \$5,000 (CGS § 13a-73(h)).

EFFECTIVE DATE: Upon passage

§ 11 — MUNICIPAL RIGHT OF FIRST REFUSAL

The bill eliminates a provision requiring DOT, when preparing to sell certain excess property, to offer it first to the town where it is located before putting it out for bid or auction. (DOT must continue to offer these properties to other state agencies before going to bid.)

Existing law, unchanged by the bill, requires all state agencies (including DOT), before the sale of any state-owned land, to first notify the chief executive officer or officers of the municipality in which the land is located, as well as the affected legislators, of their intention to sell the land. The town has 45 days in which to express its intention to buy the property (CGS § 3-14b).

EFFECTIVE DATE: Upon passage

§ 12 — EXEMPTION FROM OVERHEAD CLEARANCE REQUIREMENTS FOR BRIDGE IN MIDDLETOWN

The bill allows DOT to replace the bridge that carries West Street over the Providence and Worcester Railroad in Middletown with a new bridge that has an overhead clearance above the railroad tracks of 18 feet 1 inch. In doing so, it exempts the bridge from the law requiring all structures built after October 1, 1986 that cross over railroad tracks to have an overhead clearance of 20 feet six inches.

EFFECTIVE DATE: Upon passage

§§ 13-22 — ELIMINATION OF REPORTING REQUIREMENTS

The bill eliminates the following studies and reporting requirements, which the department says are obsolete or duplicative:

1. a study of a Route 2A bypass alternative;
2. a report that lists all the at-grade crossings in the state and identifies those that are hazardous and funding sources with which to fix them;
3. an annual report to the legislature with recommendations for maintaining a modern, efficient, and well-balanced

- transportation system;
4. an annual and five-year financing plan for Transportation Strategy Board (TSB) projects (The TSB was abolished in 2011.);
 5. an annual report on certain tax obligation bonds;
 6. an annual report on the New Haven Line revitalization program;
 7. a 10-year bridge and road resurfacing plan;
 8. an annual report on STF funds, earnings, and expenditures; and
 9. an annual project implementation report.

The bill also makes numerous technical and conforming changes.

EFFECTIVE DATE: Upon passage

§ 22—REPEAL OF DOT’S AUTHORITY TO ALTER THE STATE HIGHWAY SYSTEM

The bill repeals the DOT commissioner’s explicit authority to make alterations to the state highway system. Specifically, it repeals, among other things, the commissioner’s authority to:

1. make alterations in the state highway system from time to time, as he deems necessary to fulfill the purposes of the transportation statutes;
2. plan, design, lay out, construct, alter, reconstruct, improve, relocate, maintain, repair, widen and grade any state highway whenever, in his judgement, it is in the state’s best interest to do so;
3. relocate, reconstruct, or adjust the grade or alignment of any locally-maintained highway; and
4. employ assistance as he may require to restore the highway system to safe conditions when (a) there is a declared state of

emergency or (b) he declares that an emergency exists on any highway (CGS § 13b-26).

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 32 Nay 1 (03/15/2016)