



General Assembly

Substitute Bill No. 1121

January Session, 2019



AN ACT CONCERNING "PRIORITIZE PROGRESS".

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

1 Section 1. (NEW) (Effective July 1, 2019) (a) There is established a
2 Transportation Strategy and Advisory Board, which shall be within the
3 Office of Policy and Management for administrative purposes only.

4 (b) The board shall consist of the following members:

5 (1) One appointed by the president pro tempore of the Senate, who
6 has expertise in mass transit;

7 (2) One appointed by the majority leader of the Senate, who is a
8 representative of large businesses;

9 (3) One appointed by the minority leader of the Senate, who is a
10 representative of small businesses;

11 (4) Two appointed by the speaker of the House of Representatives,
12 one of whom is a representative of the Connecticut Conference of
13 Municipalities and one of whom is a representative of the Connecticut
14 Council of Small Towns;

15 (5) One appointed by the majority leader of the House of
16 Representatives, who has expertise in transportation for persons with
17 mobility impairments;

18 (6) One appointed by the minority leader of the House of
19 Representatives, who is a representative of a transportation advocacy
20 organization;

21 (7) The executive director of the Connecticut Port Authority, or the
22 executive director's designee;

23 (8) The executive director of the Connecticut Airport Authority, or
24 the executive director's designee;

25 (9) One appointed by the Governor, who shall be a representative of
26 a commuter advocacy organization;

27 (10) The Commissioner of Transportation, or the commissioner's
28 designee;

29 (11) The Secretary of the Office of Policy and Management, or the
30 secretary's designee; and

31 (12) The Treasurer, or the Treasurer's designee.

32 (c) All initial appointments to the board shall be made not later than
33 September 1, 2019, and shall terminate on July 1, 2021, July 1, 2022, or
34 July 1, 2023, as applicable, regardless of when the initial appointment
35 was made. Appointed members of the board shall serve for four-year
36 terms, which shall commence on the date of appointment, except that
37 members first appointed shall have the following terms: (1) Members
38 appointed by the president pro tempore of the Senate and the minority
39 leader of the House of Representatives shall initially serve a term of
40 four years; (2) members appointed by the majority leader of the House
41 of Representatives and the minority leader of the Senate shall initially
42 serve a term of three years; and (3) members appointed by the speaker
43 of the House of Representatives and the minority leader of the Senate
44 shall initially serve a term of two years. Members shall continue to
45 serve until their successors are appointed and any member may serve
46 more than one term.

47 (d) The Governor shall select the chairperson of the board from
48 among the members of the board. Such chairperson shall schedule the
49 first meeting of the board, which shall be held not later than November
50 1, 2019.

51 (e) Any vacancy shall be filled by the appointing authority. Any
52 vacancy occurring other than by expiration of term shall be filled for
53 the balance of the unexpired term.

54 (f) A majority of the board shall constitute a quorum for the
55 transaction of any business.

56 (g) The members of the board shall serve without compensation and
57 shall not be reimbursed for expenses incurred in the performance of
58 their duties.

59 (h) The board shall have the following powers and duties: (1) To
60 conduct an annual public hearing to receive comments on the current
61 state of mass transit services, transportation infrastructure and other
62 transportation matters; (2) to obtain from any executive department,
63 board, commission or other agency of the state such assistance and
64 data as necessary and available to carry out the purposes of this
65 section; and (3) to perform such other acts as may be necessary and
66 appropriate to carry out the duties described in this section and
67 sections 2 and 3 of this act.

68 Sec. 2. (NEW) (*Effective July 1, 2019*) Not later than December 1, 2020,
69 and annually thereafter, the Transportation Strategy and Advisory
70 Board established under section 1 of this act shall report, in accordance
71 with section 11-4a of the general statutes, on the fiscal health of the
72 Special Transportation Fund established pursuant to section 13b-68 of
73 the general statutes to the Governor and the joint standing committees
74 of the General Assembly having cognizance of matters relating to
75 transportation, finance, revenue and bonding and appropriations and
76 the budgets of state agencies. Such report shall include, but need not
77 be limited to: (1) A fiscal analysis of the current sustainability of the

78 Special Transportation Fund based on current revenue and long-term
79 projections of expenses; (2) recommendations regarding possible
80 changes to taxes, fees and other sources of revenue to increase the
81 sustainability of the Special Transportation Fund; (3) a list of
82 recommended priorities for transportation projects that will require
83 bond authorizations; and (4) recommendations for legislation to meet
84 the transportation needs of the state and proposed changes regarding
85 the Connecticut Port Authority and the Connecticut Airport Authority
86 and regarding the Metro-North Commuter Railroad to the extent
87 permitted by the Metro-North operating agreement.

88 Sec. 3. (NEW) (*Effective July 1, 2019*) (a) Not later than January 1,
89 2021, and every four years thereafter, the Transportation Strategy and
90 Advisory Board established under section 1 of this act shall submit a
91 transportation strategy to the General Assembly in accordance with
92 the provisions of section 11-4a of the general statutes.

93 (b) In developing the transportation strategy, the board shall take
94 into account: (1) The strategic concerns associated with the movement
95 of people and goods; (2) the technological and multimodal
96 transportation options, including, but not limited to, transportation by
97 rail, road, air or water, available to address such concerns; (3) the
98 relationship of such concerns and options to sustainable economic
99 growth, environmental quality, urban development, open space, open
100 space preservation, access to employment by residents of the state and
101 public safety; (4) the connectivity of the state to the northeast,
102 continental and international economies and that the mobility of
103 people and goods within the state are critical to vibrant and
104 sustainable economic growth; (5) the integration of brownfields
105 remediation, affordable housing and access to employment that should
106 occur as a result of implementing the strategy; (6) the need to engage
107 local planning agencies and other relevant constituencies in
108 developing the strategy; (7) the need to engage representatives of the
109 state's major transportation assets and of the transportation industry in
110 the strategy to help ensure that the strategy is multimodal and

111 integrated; (8) the benefits of technology to expand capacity, enhance
112 safety, provide information and access funding alternatives; (9) the
113 need to fully explore the sources and methodologies for funding
114 investments in transportation infrastructure and for annual operating
115 and maintenance costs and the regulations applicable to the
116 expenditure of federal and state funds; (10) the development,
117 renovation and expansion of Bradley International Airport; (11) the
118 state conservation and development plan established pursuant to
119 section 16a-24 of the general statutes; (12) that transportation is a
120 cornerstone of the state's economic vitality and overall quality of life
121 and is therefore inextricably linked to other key policies that deal with
122 the state's future, including, but not limited to, land use planning,
123 environmental quality, urban vitality and access to quality jobs and
124 services for the state's residents; (13) that the benefits of leveraging
125 existing transportation assets and infrastructure, especially in urban
126 centers, and the reduction of automobile-oriented demands, are highly
127 desirable; (14) that the development of appropriate metrics,
128 methodologies and standards is essential for determining customer
129 needs, evaluating the return on transportation investments and the
130 prioritization of specific projects; (15) that the state needs to play a
131 leadership role with other northeastern states and the eastern
132 Canadian provinces in developing and advocating a transportation
133 strategy for the northeast region of the continent; (16) that the analyses
134 and decision-making related to transportation initiatives in the
135 strategy needs to be done expeditiously within the existing statutory
136 and regulatory framework and that any amendments to the general
137 statutes or the regulations of Connecticut state agencies that are
138 needed to achieve such objectives should be identified; and (17) that
139 the role, including the role of financial incentives, of private sector
140 companies, public agencies and institutions needs to be clearly defined
141 with respect to: (A) Encouraging and supporting employees to use
142 public transportation, (B) providing employees with appropriate
143 alternatives to the locations at which and during the times they
144 perform their work, including, but not limited to, flexible working
145 hours and telecommuting, (C) developing an effective means for

146 delivering goods within and through the state, and (D) encouraging
147 different sectors to participate with the state in specific initiatives.

148 Sec. 4. (NEW) (*Effective July 1, 2019*) Not later than October 1, 2020,
149 and annually thereafter, the Commissioner of Transportation shall
150 provide to the Transportation Strategy and Advisory Board
151 established under section 1 of this act a project priority report that
152 identifies:

153 (1) The twenty transportation projects that are in the planning,
154 design or construction phases and are a priority for the Department of
155 Transportation, and include for each such project whether (A) the
156 project is scheduled to be substantially completed by the originally
157 expected completion date, (B) the project is under budget or on budget
158 and, if not, the amount over the budgeted amount and the reasons for
159 such overage, and (C) the project is subject to a change order and the
160 amount of and reason for the change order;

161 (2) All transportation projects that are at the stage where
162 construction can begin but for which no funding has been provided;

163 (3) All transportation projects for which the State Bond Commission
164 has authorized bond issuances but construction has not begun, and
165 identify for each such project (A) the date such bond issuances were
166 authorized by the State Bond Commission, (B) the reasons construction
167 has not begun, and (C) the date the department expects construction to
168 begin; and

169 (4) All transportation projects that the department expects to
170 become a priority within the next thirty years, based on use, the
171 demands of traffic and the integrity of the mode of transportation.

172 Sec. 5. (NEW) (*Effective July 1, 2019*) (a) For the calendar years
173 commencing January 1, 2020, to January 1, 2029, inclusive, the State
174 Bond Commission shall authorize general obligation bonds for
175 transportation projects, capped at the following amounts, with total
176 bond authorizations for each year not to exceed the limits set forth in

177 subdivision (2) of subsection (d) of section 3-20 of the general statutes
 178 and subsection (a) of section 3-21 of the general statutes:

T1	Calendar Year	
T2	Commencing	
T3	January 1,	Up to
T4	2020	\$703,700,000
T5	2021	739,000,000
T6	2022	732,200,000
T7	2023	715,000,000
T8	2024	744,600,000
T9	2025	623,100,000
T10	2026	659,100,000
T11	2027	699,700,000
T12	2028	699,600,000
T13	2029	699,500,000

179 (b) For the calendar years commencing January 1, 2030, to January 1,
 180 2050, inclusive, the State Bond Commission shall authorize up to six
 181 hundred ninety-nine million five hundred thousand dollars in general
 182 obligation bonds in each such calendar year for transportation projects,
 183 with total bond authorizations for each year not to exceed the limits set
 184 forth in subdivision (2) of subsection (d) of section 3-20 of the general
 185 statutes and subsection (a) of section 3-21 of the general statutes.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2019</i>	New section
Sec. 2	<i>July 1, 2019</i>	New section
Sec. 3	<i>July 1, 2019</i>	New section
Sec. 4	<i>July 1, 2019</i>	New section
Sec. 5	<i>July 1, 2019</i>	New section

Statement of Legislative Commissioners:

In Section 1(a), a reference to the Executive Department was deleted as unnecessary, and in Section 3(a), "in accordance with the provisions of

section 11-4a of the general statutes" was added for consistency with standard drafting conventions.

FIN *Joint Favorable Subst. -LCO*