



General Assembly

February Session, 2006

Raised Bill No. 582

LCO No. 2817



Referred to Committee on **TRANSPORTATION**

Introduced by:
(TRA)

AN ACT AUTHORIZING BONDS OF THE STATE FOR INVESTING IN INTERMODAL TRANSPORTATION INFRASTRUCTURE.

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

1 Section 1. (Effective July 1, 2006) (a) For the purposes described in
2 subsection (b) of this section, the State Bond Commission shall have
3 the power, from time to time, to authorize the issuance of bonds of the
4 state in one or more series and in principal amounts not exceeding in
5 the aggregate fifty million dollars.

6 (b) The proceeds of the sale of said bonds, to the extent of the
7 amount stated in subsection (a) of this section, shall be used by the
8 Department of Transportation (1) to fund construction projects to
9 improve the viability of railroad companies that move freight, and (2)
10 for deposit in the Freight Rail Improvement Fund established in
11 section 2 of this act.

12 (c) All provisions of section 3-20 of the general statutes, or the
13 exercise of any right or power granted thereby, which are not
14 inconsistent with the provisions of this section are hereby adopted and
15 shall apply to all bonds authorized by the State Bond Commission

16 pursuant to this section, and temporary notes in anticipation of the
17 money to be derived from the sale of any such bonds so authorized
18 may be issued in accordance with said section 3-20 and from time to
19 time renewed. Such bonds shall mature at such time or times not
20 exceeding twenty years from their respective dates as may be provided
21 in or pursuant to the resolution or resolutions of the State Bond
22 Commission authorizing such bonds. None of said bonds shall be
23 authorized except upon a finding by the State Bond Commission that
24 there has been filed with it a request for such authorization which is
25 signed by or on behalf of the Secretary of the Office of Policy and
26 Management and states such terms and conditions as said commission,
27 in its discretion, may require. Said bonds issued pursuant to this
28 section shall be general obligations of the state and the full faith and
29 credit of the state of Connecticut are pledged for the payment of the
30 principal of and interest on said bonds as the same become due, and
31 accordingly and as part of the contract of the state with the holders of
32 said bonds, appropriation of all amounts necessary for punctual
33 payment of such principal and interest is hereby made, and the State
34 Treasurer shall pay such principal and interest as the same become
35 due.

36 Sec. 2. (NEW) (*Effective July 1, 2006*) There is established, within the
37 General Fund, a fund to be known as the "Freight Rail Improvement
38 Fund". The fund may contain any moneys required or permitted by
39 law to be deposited in the fund. The State Treasurer shall hold the
40 fund separate and apart from all other moneys, funds and accounts.
41 Investment earnings credited to the assets of said fund shall become
42 part of the assets of said funds. Any balance remaining in said fund at
43 the end of any fiscal year shall be carried forward in said fund for the
44 fiscal year next succeeding.

45 Sec. 3. (NEW) (*Effective July 1, 2006*) The Commissioner of Economic
46 and Community Development shall use the resources of the Freight
47 Rail Improvement Fund, established in section 2 of this act, to provide
48 financing for railroad companies that move freight to improve rail

49 lines and create new industrial zones.

50 Sec. 4. (Effective July 1, 2006) (a) For the purposes described in
51 subsection (b) of this section, the State Bond Commission shall have
52 the power, from time to time, to authorize the issuance of bonds of the
53 state in one or more series and in principal amounts not exceeding in
54 the aggregate fifty million dollars.

55 (b) The proceeds of the sale of said bonds, to the extent of the
56 amount stated in subsection (a) of this section, shall be used by the
57 Department of Economic and Community Development for the
58 purpose of helping businesses improve their use of railways that move
59 freight.

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

81 payment of such principal and interest is hereby made, and the State
82 Treasurer shall pay such principal and interest as the same become
83 due.

84 Sec. 5. (*Effective July 1, 2006*) (a) For the purposes described in
85 subsection (b) of this section, the State Bond Commission shall have
86 the power, from time to time, to authorize the issuance of bonds of the
87 state in one or more series and in principal amounts not exceeding in
88 the aggregate twenty million dollars.

89 (b) The proceeds of the sale of said bonds, to the extent of the
90 amount stated in subsection (a) of this section, shall be used by the
91 Department of Transportation for the purpose of building a freight
92 terminal at Bradley International Airport.

93 (c) All provisions of section 3-20 of the general statutes, or the
94 exercise of any right or power granted thereby, which are not
95 inconsistent with the provisions of this section are hereby adopted and
96 shall apply to all bonds authorized by the State Bond Commission
97 pursuant to this section, and temporary notes in anticipation of the
98 money to be derived from the sale of any such bonds so authorized
99 may be issued in accordance with said section 3-20 and from time to
100 time renewed. Such bonds shall mature at such time or times not
101 exceeding twenty years from their respective dates as may be provided
102 in or pursuant to the resolution or resolutions of the State Bond
103 Commission authorizing such bonds. None of said bonds shall be
104 authorized except upon a finding by the State Bond Commission that
105 there has been filed with it a request for such authorization which is
106 signed by or on behalf of the Secretary of the Office of Policy and
107 Management and states such terms and conditions as said commission,
108 in its discretion, may require. Said bonds issued pursuant to this
109 section shall be general obligations of the state and the full faith and
110 credit of the state of Connecticut are pledged for the payment of the
111 principal of and interest on said bonds as the same become due, and
112 accordingly and as part of the contract of the state with the holders of

113 said bonds, appropriation of all amounts necessary for punctual
114 payment of such principal and interest is hereby made, and the State
115 Treasurer shall pay such principal and interest as the same become
116 due.

117 Sec. 6. (Effective July 1, 2006) (a) For the purposes described in
118 subsection (b) of this section, the State Bond Commission shall have
119 the power, from time to time, to authorize the issuance of bonds of the
120 state in one or more series and in principal amounts not exceeding in
121 the aggregate one hundred twenty million dollars.

122 (b) The proceeds of the sale of said bonds, to the extent of the
123 amount stated in subsection (a) of this section, shall be used by the
124 Department of Transportation for the purpose of payment of
125 transportation costs with respect to the following projects of the
126 Transportation Strategy Board pursuant to section 13b-57h of the
127 general statutes, as amended by this act:

128 (1) Facilitate the use of the Long Island Sound Waterway for
129 passenger and freight movement, pursuant to subparagraph (C) of
130 subdivision (1) of subsection (b) of section 13b-57h of the general
131 statutes, as amended by this act; and

132 (2) Establish rail freight service with connections to the ports of New
133 London, Bridgeport and New Haven, pursuant to subparagraph (A) of
134 subdivision (4) of subsection (b) of section 13b-57h of the general
135 statutes, as amended by this act.

136 (c) All provisions of section 3-20 of the general statutes, or the
137 exercise of any right or power granted thereby, which are not
138 inconsistent with the provisions of this section are hereby adopted and
139 shall apply to all bonds authorized by the State Bond Commission
140 pursuant to this section, and temporary notes in anticipation of the
141 money to be derived from the sale of any such bonds so authorized
142 may be issued in accordance with said section 3-20 and from time to
143 time renewed. Such bonds shall mature at such time or times not

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144 exceeding twenty years from their respective dates as may be provided
 145 in or pursuant to the resolution or resolutions of the State Bond
 146 Commission authorizing such bonds. None of said bonds shall be
 147 authorized except upon a finding by the State Bond Commission that
 148 there has been filed with it a request for such authorization which is
 149 signed by or on behalf of the Secretary of the Office of Policy and
 150 Management and states such terms and conditions as said commission,
 151 in its discretion, may require. Said bonds issued pursuant to this
 152 section shall be general obligations of the state and the full faith and
 153 credit of the state of Connecticut are pledged for the payment of the
 154 principal of and interest on said bonds as the same become due, and
 155 accordingly and as part of the contract of the state with the holders of
 156 said bonds, appropriation of all amounts necessary for punctual
 157 payment of such principal and interest is hereby made, and the State
 158 Treasurer shall pay such principal and interest as the same become
 159 due.

160 Sec. 7. Section 13b-57h of the general statutes is repealed and the
 161 following is substituted in lieu thereof (*Effective July 1, 2006*):

162 (a) The General Assembly approves the principles set forth in
 163 section I of the report specified in subdivision (4) of subsection (a) of
 164 section 13b-57d, provided no funds from the Transportation Strategy
 165 Board projects account, established under section 13b-57r, as amended,
 166 shall be authorized for any transportation project except those
 167 specified in subsection (b) of this section, provided nothing in this
 168 subsection shall preclude any TSB project from being funded, in whole
 169 or in part, by other state or federal funds. Funds authorized for any
 170 TSB project shall be used only for said project. TSB projects shall be
 171 funded from funds authorized for the Transportation Strategy Board
 172 only to the extent such funding is not provided from other funds in the
 173 Special Transportation Fund or the Infrastructure Improvement Fund
 174 created by the senior indenture for special tax obligation bonds.

175 (b) The following TSB projects shall be completed:

176 (1) In the Coastal Corridor TIA, as defined in section 13b-57d:

177 (A) Acquire rolling rail stock, as deemed appropriate by the board,
178 sufficient to add no fewer than two thousand seats for the Metro
179 North-New Haven Line for use in both interstate and intrastate
180 service. All payments received by the state pursuant to any agreement
181 entered into in accordance with subsection (h) of section 13b-34, as
182 amended, involving rolling rail stock used on the Metro North-New
183 Haven Line shall be used exclusively for refurbishing rolling rail stock
184 on and other capital improvements to the Metro North-New Haven
185 Line;

186 (B) Construct or expand stations at Bridgeport, New Haven and
187 Stamford that can accommodate rail service and one or more other
188 modes of transportation and have:

189 (i) Facilities for one thousand or more parking spaces;

190 (ii) Connections to bus and other transit systems;

191 (iii) Opportunity for community revitalization;

192 (iv) Opportunity for transit oriented development;

193 (v) Ease of auto, bus, bicycle and pedestrian access to the station
194 facility;

195 (vi) Potential to attract sufficient riders to support additional
196 express trains;

197 (vii) Operation under control of the state; and

198 (viii) Feeder bus services for passenger rail service;

199 (C) Facilitate use of the Long Island Sound Waterway for passenger
200 and freight movement, including, but not limited to, bulkheading and
201 dredging, upon removal of prohibitions imposed by federal law,
202 expanding passenger facilities, including facilities at the Bridgeport

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203 Intermodal Facility, to support high speed ferry service and funding a
204 feeder barge service at the Bridgeport Intermodal Facility; and

205 (2) In the I-84 Corridor TIA, as defined in section 13b-57d:

206 (A) Establish express bus services from New Haven to Bradley
207 International Airport;

208 (B) Complete the New Britain to Hartford busway and establish
209 other bus rapid transit or light rail service in Hartford and
210 surrounding towns; and

211 (C) Expand rail passenger service on the Norwalk to Danbury-New
212 Milford Branch Line to assist commuter movement on Route 7 and I-
213 95; and

214 (3) In the I-91 Corridor TIA, as defined in section 13b-57d:

215 (A) Upgrade or construct maintenance facilities and parking
216 facilities and upgrade feeder bus services for passenger rail service,
217 particularly along the Metro North-New Haven Line; and

218 (B) Establish bus service or commuter rail service, as determined in
219 the Hartford-Springfield-New Haven Implementation Study
220 conducted by the department, that runs through New Haven, Hartford
221 and Springfield, with a connection to Bradley International Airport;
222 and

223 (4) In the I-395 Corridor TIA, as defined in section 13b-57d:

224 (A) Establish rail freight service with connections to the [port] Ports
225 of New London, including State Pier, Bridgeport and New Haven to
226 encourage their use as freight hubs;

227 (B) Expand the frequency of bus service, number of runs and
228 connections within and outside of the region, particularly in and to
229 Norwich and New London and acquire buses sufficient to add no
230 fewer than two hundred seats; and

231 (C) Design and plan for traffic mitigation in southeastern
232 Connecticut, including planning for the extension of Route 11 from its
233 terminus in Salem to the I-95 and I-395 intersect, with appropriate
234 greenway purchases made in accordance with section 13a-142e, as
235 amended; and

236 (5) In the Southeast Corridor TIA, as defined in section 13b-57d:

237 (A) Acquire rolling rail stock for the Shoreline East Railroad Line
238 sufficient to add no fewer than one thousand seats;

239 (B) Make operational improvements to highways that improve the
240 flow of traffic on I-95 and I-395; and

241 (6) State-wide:

242 (A) Improve and target marketing by the department of the Deduct-
243 a-Ride program to all eligible employers; and

244 (B) Continue funding the Jobs Access Program.

245 (c) Any TSB project included in subsection (a) of this section
246 requiring expenditures of more than one million dollars shall be
247 accompanied by an economic development plan that specifies the
248 projected economic development benefits of the transportation project
249 to the TIA in which it is located and to the state and that provides for
250 economic development projects that meet one or more of the following
251 criteria:

252 (1) Are generated by the TSB project;

253 (2) Support the TSB project;

254 (3) Maximize the economic benefits of the TSB project; or

255 (4) Utilize the TSB project to maximize the economic benefits of such
256 economic development projects.

257 An economic development plan shall not be required for any TSB
 258 project whose sole purpose is public safety.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<u>July 1, 2006</u>	New section
Sec. 2	<u>July 1, 2006</u>	New section
Sec. 3	<u>July 1, 2006</u>	New section
Sec. 4	<u>July 1, 2006</u>	New section
Sec. 5	<u>July 1, 2006</u>	New section
Sec. 6	<u>July 1, 2006</u>	New section
Sec. 7	<u>July 1, 2006</u>	13b-57h

Statement of Purpose:

To improve the state's intermodal transportation infrastructure.

[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]