

Legislative History for Connecticut Act

SB1182

PA 507

1961

Transportation: 403; 412-414; 416

Senate: 2606-2608

House: 3624-3626

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11 pages

Transcripts from the Joint Standing Committee Public Hearing(s) and/or Senate
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TRANSPORTATION

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1961

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TRANSPORTATION

WEDNESDAY

APRIL 26, 1961

Mr. Cooney:

Based on my experience with garages, I think very few are equipped to provide (provide) very efficient inspection.

Rep. Morano:

The way you talk you indicate inspection merely means testing lights, brakes, etc. Doesn't the modern automobile today go far beyond that and require being lifted and having a full inspection.

Mr. Cooney:

Let me say, I am not qualified to answer your question, I am not an expert on the mechanics, we merely want two positions understood - part of the overall program of highway safety we do believe in compulsory inspection and it is our view that the state should administer this. You may have reasons to disagree.

Rep. Burke:

Mr. Cooney, you would be in favor of the state handling the inspections?

Mr. Cooney:

Yes, I think the state can provide this and this along with other measures is essential.

Senator Urbinati, 19th District:

on S.B. 1182 - this is related to what the sub-committee on Transportation has done during the interim and related to the third portion of our work to establish a transit authority. This bill is designed to take care of any emergencies that might arise - should there be an abandonment of a bus company the municipalities would set up an authority to run the system. We have drawn up an addition to this bill which would take care of any situation assisting the employees. I think this deserves serious consideration. Thank you.

FLW
11

TRANSPORTATION

WEDNESDAY

APRIL 26, 1961

S.B. No. 1182 (Sen. O'Dea) Establishing of Transit Districts
by Municipalities.

Chr. O'Dea:

Anyone in favor of this bill?

Councilman Kenneth Brandon, Hartford:

I appear here with a resolution from my council approving the purpose of this bill. We in Hartford are rather anxious about our public transportation system we see the increase in costs and the time is getting nearer where we are going to either have to subsidize the bus company or by buying it or some other means. And, we don't want to be in the position of not having the legal authority of doing that. I implore you to consider this carefully and remember Hartford and the 9 other towns who have sent representatives to West Hartford to a meeting. There are others who think we as do and we are in favor of the principle in this bill.

Rep. Saunders:

Would you comment on this bill as far as the position of the PUC?

Dr. Brandon:

I would like to comment on my own convictions and I am not sure my council agrees with me. We hoped that a grass roots movement would start and the suburbs would begin the movement and fortunately they did. My fear is that if the PUC is given the responsibility of deciding just when we should have this authority they might wait too long and we could go to pieces before they acted. As I understand this bill it is their decision and their initiative. Under the original proposal that Roger Eddy presented to this Capitol Region committee, the consensus was that the authority of the PUC should be surrendered to the transit authority and the transit authority should be set up whenever two or more municipalities decided they would like to have this authority so that would really put the PUC out of business. I like the other bill.

FLW
12

TRANSPORTATION

WEDNESDAY

APRIL 26, 1961

Dr. Brandon:

I definitely prefer the Eddy bill.

Rep. Stone:

I will inform the committee what transpired at the meeting in West Hartford during Executive session/

A.D. Knox, Connecticut Company:

We are in favor of this type of legislation and we have been trying to get it through for the last 3 sessions, and they never came out of committee. There is a bill before the Judiciary Committee that was put in by Mr. Roger Eddy and there is this bill. This bill seems to be the one we would favor - there is only one thing here we would like to add:

Page 5, Sec. 5 - The Board may enter into agreement through lease arrangement or management fee with the same or other operators to carry on all or part of the transit operation under their jurisdiction and control if they deem such course desirable.

That's in Mr. Eddy's bill.

Rep. Saunders:

This looks to me as a tremendous opportunity for a bus company in the area, finding themselves working on a deficit proposition, turning around, still retaining control and yet having the area subsidized.

Mr. Knox:

It's all permissive legislation.

We actually are in favor of keeping this under control of the PUC to protect the public, since they are an impartial board representing the state and the public.

FLW
13

414

TRANSPORTATION

WEDNESDAY

APRIL 26, 1961

Samuel Cannell, PUC:

The Commission is in favor of this bill which sets up machinery whereby towns can take over. (Record unclear)

Rep. Saunders:

You say they should not be involved, but in the second section it calls for initiation on the part of the PUC?

Mr. Cannell@

Inaudible. Our concern is as soon as it is established we step out of the pictures. I would suggest that but it is not in the bill.

Rep. Saunders:

By letting them go off once they are created, you could be creating a bigger monster than what you eliminated.

Mr. Cannell:

If the municipalities want it (Inaudible)

Chr. O'Dea:

The hearing is closed on SB 1182. ✓

TRANSPORTATION

WEDNESDAY

APRIL 26, 1961

Rep. Roger Eddy, Newington:

On SB 1182 - I have a similar bill to this similar in that we are both heading to the same good purpose - in the Judiciary Committee. I would just like to say that regardless of what bill is approved - I hope certainly one of these two will be approved - the principle that I feel must be included is to allow the transit districts to be started before it is too late. Under this bill 1182, the initiation is left with the PUC. The Commissioner calls the hearing, and decided when and if to establish the transit districts. I feel this is a mistake, communities if they are forward looking will establish districts before the situation is desperate. I ask you to consider this matter. A transit district should not be a last resort, it should be a means of planning and regardless of which bill comes out, my bill or this bill, I think this feature should be included in it. Another feature of my bill which I think could be included in this bill - or we can compromise on it - to let the transit district have political power to set the fares, so as to establish a good system of transportation in the area. It may mean subsidy. We're all acquainted with the NHRR where we waited too long - it was too late before we acted and this is what must be included - to set it up so it can be established right away before it is too late and this bill does not do this, and I ask you to consider this carefully. Thank you.

S-44

CONNECTICUT
GENERAL ASSEMBLY

SENATE

PROCEEDINGS

1961

VOL. 9 - PART 8

JUNE 1 - JUNE 3

PAGES 2587 - 2967

328.2s

C76 pr

Leg. Ref.

Vault 3

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Thursday, June 1, 1961

20

Are there further remarks on the bill? No further remarks, the question is on the acceptance of the committee's favorable report and passage of the bill. Those in favor will signify by saying AYE, opposed, the bill is passed.

THE CLERK:

Cal. No. 911, File No. 1055, Sub. for SB No. 283. An Act concerning appeals by teachers from dismissal. Favorable report of the Senate committee on Education.

THE CHAIR:

Will Cal. No. 911 be passed temporarily.

THE CLERK:

Cal. No. 912, file No. 1056, Sub. for SB No. 1182. An Act concerning the establishment of transit districts by municipalities.

THE CHAIR:

Senator O'Dea of the 10th District.

SENATOR O'DEA:

Mr. President, I move the acceptance of the committee's favorable report and passage of the bill. The Clerk has an amendment.

THE CHAIR:

Will the Clerk please read the amendment?

THE CLERK:

Do you want the amendment read.

SENATOR O'DEA:

I think we can waive the reading of the amendment.

THE CHAIR:

Is there any objection to the waiving of the reading of the amendment. I understand you have copies. Does Senator

Thursday, June 1, 1961

21

Mariani have a copy, does Senator Gladstone have one. Anybody else desire a copy? The reading is waived. Do you care to remark on the amendment?

SENATOR O'DEA:

Mr. President, this amendment is offered in order to speed up legislation action on a matter of vital concern to many Connecticut communities. It is the product of genuine bi-partisan legislative compromise and deserves our attention and support. In effect, this amendment adopts the language of HB No. 4408, file 725, passed recently by the House, and afterward protective provisions contained in Section 10 and 11 of SB 1182.

As amended the bill would authorize the establishment of self-supporting transit district in any town or group of towns where private mass bus transportation had collapsed. All legitimate rights of the community, the owners of the private system being taken over and the employees would be protected.

The House leadership has approved the amendment ⁺ offered today. It will wait until the House bill reaches us before we amend it time may have run out. I have been assured that if the amendment I offer is adopted and the bill is passed, the House will approve it without change. This is stop-gap legislation.

THE CHAIR:

Are there further remarks on the amendment? No further remarks, the question is on the adoption of the amendment. Those in favor will signify by saying AYE, opposed, the amendment is adopted. Do you care to remark on the bill? The amendment has been stamped by the Legislative Commissioner's office.

Thursday, June 1, 1961

22

SENATOR O'DEA:

My remarks on the amendment will suffice for the bill.

THE CHAIR:

Are there further remarks on the bill? No further remarks, the question is on the acceptance of the committee's favorable report and passage of the bill as amended. Those in favor will signify by saying AYE, opposed, the bill as amended is passed.

SENATOR GLADSTONE:

Mr. President, before we go any further, on page 2 No. 906, at this time, Mr. President, I would like to move to reconsider that action.

THE CHAIR:

The question is on reconsideration of our action on Cal. No. 906, SB 112, file No. 1064.

SENATOR GLADSTONE:

Mr. President, I was on the prevailing side.

THE CHAIR:

Do you care to remark?

SENATOR GLADSTONE:

No, Mr. President.

THE CHAIR:

Question is on reconsideration. Those in favor will signify by saying AYE, opposed, reconsideration is had.

SENATOR GLADSTONE:

Mr. President, may that bill now stand over retaining its place on the calendar.

THE CHAIR:

H 59

CONNECTICUT
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HOUSE

PROCEEDINGS

1961

VOL. 9 - PART 8
JUNE 5 - JUNE 7
PAGES 3588 - 4238

328.2s

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Leg. Ref.

Vault 3

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Monday, June 5, 1961

37.

all around. At the present time the State of New York has passed this legislation and the state of New Jersey adjourned about a month before it was presented but I understand they are ready to pass on it favorably. They are waiting to see what Connecticut will do. The committee considers this a very good bill and I urge its passage.

THE SPEAKER:

Will you remark further?

MR. EARLE OF WILTON:

Madam Speaker, although I do not wish to speak against the bill, as a representative from a town in the gateway area I'd like to point out to the members of this House that what we really need down there is not attention to the highways but attention to the railroad. At this time I would like to say in connection with this bill how bitterly disappointed I am that no attention has been given by any major figures connected with this House to the railroad problem. Thank you.

THE SPEAKER:

Will you remark further? If not, the question is on acceptance of the committee's favorable report and passage of the bill. All those in favor say aye. Those opposed? The bill is passed.

THE CLERK:

Calendar No. 1291, File No. 1056. Substitute for Senate Bill No. 1182.
An Act concerning the Establishment of Transit Districts by Municipalities.
Favorable report House Committee on Transportation.

MR. EDDY OF NEWINGTON:

Madam Speaker, I urge acceptance of the House Committee's favorable report and passage of the bill.

DKZ

Monday, June 5, 1961

38.

DKZ

THE SPEAKER:

The question is on acceptance of the committee's favorable report and passage of the bill. Will you remark?

MR. EDDY OF NEWINGTON:

Madam Speaker, the amendment that the Senate passed to this bill which appears in the Senate Journal of June 1st does not appear in your files and unfortunately the file copy that's here is in effect exactly the same with a few minor differences which I will explain. This bill as amended will enable the municipalities to establish transit districts for the operation of public mass transportation. The bill is the result of many hours of work on the part of many people including business and civic leaders, labor leaders and a few interested political leaders. It is, I feel, an effective compromise leaving considerable authority with the Public Utilities Commissioner and also allowing for the gradual complete supervision of mass transportation by the Transit Authority when and if private companies no longer exist. I personally am pleased that this bill can today be considered a non-controversial matter and I feel that this is due in great measure to the excellent spirit of cooperation by the minority party in this House and the administration of Governor Dempsey. I feel that this is an important bill and is a necessary first step in helping to solve our public transportation problem. I move adoption of Senate Amendment A.

THE SPEAKER:

The question is on adoption of Senate Amendment A. Will you remark further? If not, all those in favor signify by saying aye. Those opposed? The amendment is adopted.

MR. EDDY:

Madam Speaker, I now move for the adoption of the bill as amended.

June 5, 1961 Monday

39.

THE SPEAKER:

The question is on acceptance of the committee's favorable report and passage of the bill as amended by Senate Amendment Schedule A. Will you remark?

MR. EDDY:

My previous remarks stand.

THE SPEAKER:

Are there any further remarks?

MR. COHEN OF BLOOMFIELD:

Madam Speaker, I think this is an excellent bill and I approve its passage.

MR. SAGLIO OF KILLINGWORTH:

Madam Speaker, this is a good bill and I urge its passage.

THE SPEAKER:

Will you remark further? If not, all those in favor say aye. Those opposed? The bill is adopted.

THE CLERK:

Calendar No. 1295, File No. 1405. Substitute for Senate Bill No. 777.

An Act concerning Pensions for Employees of the City of New Haven. (As amended by Senate Amendment Schedule A.) Favorable report Joint Committee Cities and Boroughs.

MR. HADDEN OF NAMDEN:

Madam Speaker, I move acceptance of the favorable report of the joint committee and passage of the bill as amended by Senate Amendment Schedule A.

THE SPEAKER:

We have to adopt the amendment first.

MR. HADDEN: I would move for the adoption of Senate Amendment Schedule A.

DKZ