

Legislative History for Connecticut Act



SB 794	PA 501	Scan ✓	1969
House - 4077-4079			3
Senate - 2266-2269			4
Roads + Bridges - 32-33, 157			3

LAW/LEGISLATIVE REFERENCE
DO NOT REMOVE FROM LIBRARY

10p

Transcripts from the Joint Standing Committee Public Hearing(s) and/or Senate
and House of Representatives Proceedings

Connecticut State Library

Compiled 2015

H-103

CONNECTICUT
GENERAL ASSEMBLY
HOUSE

PROCEEDINGS
1969

VOL. 13

PART 9

4023-4395

4077

Tuesday, May 27, 1969

Page 55

File No. 134 and 1154, be passed temporarily.

dem

MR. SPEAKER:

So ordered.

THE CLERK:

Calendar No. 1192. Sub. for S.B. No. 1428.

REP. KENNELLY - 1st D.

Mr. Speaker, I move that Calendar No. 1192. Sub. for S.B. No. 1428. File No. 735, be referred to the J.C. on Appropriations.

MR. SPEAKER:

You have heard the motion. Is there objection? Hearing none, so ordered.

THE CLERK:

Calendar No. 1194. S.B. No. 794. An Act concerning Extensions of the Federal-Aid Primary and Secondary Systems in Urban Areas. (As amended by Senate Amendment Schedule "A.")

REP. LAFLEUR - 55th D.

Mr. Speaker, I move for acceptance of the committees report and passage of the bill.

MR. SPEAKER:

Question is on acceptance and passage. Is the Clerk in possession of Senate Amendment Schedule "A."?

REP. LAFLEUR - 55th D.

Mr. Speaker, I so move the adoption of Senate Amendment Schedule "A."

MR. SPEAKER:

Will the Clerk please call the Amendment?

Tuesday, May 27, 1969

Page 56

THE CLERK:

dem

Senate Amendment Schedule "A." In Section 2, line 14 after "rights-of way" insert ", fifty per cent of the community's twenty-five per cent of cost may be paid in services rendered."

REP. LAFLEUR - 55th D.

Mr. Speaker, I move for adoption of the Amendment.

MR. SPEAKER:

Question is on adoption of the Amendment. Will you remark?

REP. LAFLEUR - 55th D.

Mr. Speaker, this Amendment will break down the costs to the town of where twelve and one half per cent of that towns share may be used for service, and services is what is implied, is plans, engineering, expenses and rights-of-ways. I move for the adoption.

MR. SPEAKER:

Will you remark further on the Amendment? If not, all those in favor of the Amendment indicate by saying aye. Those opposed? The Amendment is adopted, its ruled technical, and you may proceed with the bill as amended.

REP. LAFLEUR - 55th D.

This bill gives the "Highway Commissioner" authority to carry out a program to affect improvements on municipal-owned streets and roads--- and traffic flow. This to be accomplished through the use of funds, outlined in Section 10 of the Federal Highway Act of 1968, and to be matched by the state and the towns. This program has been more commonly referred as the

Tuesday, May 27, 1969

Page 57

"Topics" program. The Federal contribution is Fifty per cent and in this bill, the matching funds of Fifty per cent shared equally by the municipality and by the state. The funds would be expended on roads in communities and should provide some funds in this type of undertaking. Connecticut's aid under the Act is "Three Million, One Hundred Forty Two Thousand Dollars annually, for two years, I beg your pardon. No, annually. which will amount to Six Million, ~~Two~~ Two Hundred and Eighty Four Thousand Dollars for the two years. We should avail ourselves of this assistance to help the "Topics" program on municipal roads and streets. This is a good Act and I move for its passage.

MR. SPEAKER:

Will you remark further on the bill as amended? If not, all those in favor indicate by saying aye. Those opposed? The bill is passed.

THE CLERK:

Favorable
Committee Report. Change of Reference . Favorable report J.S.C. on Roads and Bridges. H.B. No. 8697. An Act concerning Highway Planning Studies. Report of Committee on Roads and Bridges is that the bill ought to pass and be referred to Committee on Appropriations.

MR. SPEAKER:

So ordered.

THE CLERK:

Calendar No. 1195. H.B. No. 6108. An Act concerning

S-72

CONNECTICUT
GEN. ASSEMBLY
SENATE

PROCEEDINGS
1969

VOL. 13
PART 5
2032-2564

May 23, 1969

Page 38

SENATORS PICKETT

SENATORS BARBATO

Those voting Nay were:

SENATORS EDDY

SENATORS HAMMER

MOORE

GUNTHER

HULL

DOWD

LUPTON

RUDOLF

MINETTO

IVES

HOULEY

FINNEY

Those absent and not voting were:

SENATORS FAULISO

SENATORS BARRY

JACKSON

ALFANO

BARNES

VERRIKER

TANSLEY

DUPONT

THE CHAIR:

The result of the roll call vote:

Whole number voting	28
Necessary for passage	15
Those voting Yea	16
Those voting Nay	12
Those Absent and not voting	8

In the opinion of the Chair, the bill is passed, as amended.

THE CLERK:

CAL. NO. 419. File No. 364. Favorable report of the Joint Committee on Roads and Bridges. Senate Bill No. 794. An Act concerning Extensions of the Federal-Aid Primary and Secondary Systemes in Urban Areas.

May 23, 1969

Page 39

The following is Senate Amendment Schedule "A", offered by Senator Amenta:

In Section 2, line 14, after "rights-of-way" insert", fifty per cent of the community's twenty-five per cent of cost may be paid in services rendered."

SENATOR AMENTA:

Mr. President, I move the adoption of the amendment. In this bill, if we pass it, there's a provision where the community would pay 25% and the Federal Government 50%. We have made provisions to amake it easier for the communities to participate where half of their 25% may be paid by services encountered. I think it's a good amendment.

THE CHAIR:

Any further remarks on the amendment? If not, as many as are in favor signify by saying, "aye". Opposed? The amendment is passed and it will be known as Senate A mendment Schedule "A". The Chair will rule it a technical amendment and the bill, as amended, may be taken up at this time.

SENATOR AMENTA:

Mr. President, I'd like to move for the adoption of the joint committee's favorable report and passage of the bill, as amended. This is another very important bill, not only to the State but to the community. This bill gives the Highway Commissioner authority to carry out a program to make improvements on municipally owned streets and roads to facilitate and control traffic. This to be accomplished through the use of funds, out-

May 23, 1969

Page 40

lined in Section 10, of the Federal-aid Highway Act of 1968 and to be matched by the State and the towns. This program has been more commonly referred to as "Topics". Traffic operations, programs to increase the capacity and safety. The Federal contribution is 50%. The bill provides that the matching 50% be shared equally by the Municipality and the State. The funds will be expended on the roads of the community and should provide some funds in this type of undertaking.

Connecticut's aid under the act, is 3 million 140 thousand annually for two years. Thus, with matching funds this means a yearly program of 6 million 284 thousand dollars. We should avail ourselves of this system to help Topics on the fiscal roads and streets. I urge the passage of this bill.

SENATOR DOWD:

Mr. President, I'm sure we all support the more efficient flow of traffic through our municipalities. But, for the benefit of the circle, transmit some information that has been given to me by Representative of the Council of Mayors, regarding the financing, of this particular bill.

It would require municipalities to pay 25% of the cost of improvements in Federal-aid Highway system in urban areas, such as, grade separation of intersections, hardening of lanes, traffic control system and loading and unloading ramps. In other words, the bill would force cities to pay half the non-federal share.

Granted this last amendment eased that somewhat and this certainly was a welcome change, in permitting that 50% to be paid

May 23, 1969

Page 41

in services rendered. The municipality, however, would also be asked to continue to maintain any streets or portion of the street added to the federal aid system, as an extension for improvement. The bill also provides for the State Highway Commissioner to regulate public utility facilities in the right-of-way. Even if it is a city street. My information is that the Council of Mayors has deep reservations about financing on this one and I'm bringing it to the attention of the circle.

SENATOR AMENTA:

Mr. President, this last amendment hopefully, takes in the anxieties of the Conference of Mayors. The reason this was their suggestion or one of the suggestions made through that conference and hopefully it's one that they can live with.

THE CHAIR:

Any further comments? If not, all those in favor signify by saying, "aye". Opposed? The bill is passed, as amended.

THE CLERK:

CAL. NO. 743. File No. 799. Favorable report of the Joint Committee on Roads and Bridges. Substitute for Senate Bill No. 792. An Act concerning Highway Relocation Assistance.

SENATOR AMENTA:

Mr. President, I move acceptance of the committee's favorable report and passage of the bill. Ladies and gentlemen of the circle, this is one of those bills that, I urge acceptance with really, with tongue in cheek. It's one of the bills that's been fostered on us by the Federal Government, again. But it's one

JOINT
STANDING
COMMITTEE
HEARINGS

ROADS & BRIDGES

1-315

1969

INDEX

TUESDAY

ROADS AND BRIDGES

FEBRUARY 11, 1969

lation is unnecessary and, therefore, it is respectfully requested that this bill receive an unfavorable report from this committee.

Chairman LaFleur: Anyone else opposed?

Sgt. Joseph Cone: Sgt. Joseph Cone of the Conn. State Police Dept., Traffic Division. Mr. Chairman and gentlemen, we are in favor of the principle of this bill but the type of study is already a routine function with the Highway Dept. so with the cooperation of the State Police Dept., we maintain a liaison to point out these hazards.

Chairman LaFleur: Thank you. Anyone else? It has been brought to my attention that I skipped S B. 794. Anyone here wish to speak in favor of this bill? Anyone opposed?

Thomas H. Sellow: Thomas H Sellow, State Highway Dept. By way of explanation, this bill came about as the result of the Federal Highway Act of 1968. There were funds set up under the category of Urban Area Traffic Operations Improvements. This bill that has been presented, 794,

S. B No. 794 (Senator Amenta-6th) AN ACT CONCERNING EXTENSIONS OF THE FEDERAL-AID PRIMARY AND SECONDARY SYSTEMS IN URBAN AREAS.

794, is for the extensions of what they call the Federal Aid Primary and Secondary Systems. In fact, in detail it is not exactly bad. It comes down to a local operation more commonly called The Topics Program; loosely speaking, it's called the Topics Bill.

The Topics Program comes about by the establishment of Congress of funds for, here's the catch word, Topics Traffic Operations Program to increase the capacity of safety and that would be on urban streets, essentially; very little on the existing highway system. It's not one of these large programs to go out and buy tremendous rights-of-way or enter into great amounts of construction. What it embraces is having proper studies made in troublesome areas and municipalities and then doing something about it as was said to me today, it's a doing program much more than a planning program.

And, of course, the purpose of this bill to help the highway commissioner to establish extensions of the Federal aid primary and secondary system in urban areas to include municipally owned maintained streets or roads without taking such streets or roads into the state system for purposes of facilitating and controlling traffic and in conjunction with the municipality involved

TUESDAY

ROADS AND BRIDGES

FEBRUARY 11, 1969

to expand highway funds on improvements and to implicate the town's proportionate share of costs involved.

The department is in favor of this bill to give the highway commissioner authority to carry out the program to effect improvements on municipally owned streets and roads, to facilitate the traffic flow; this to be accomplished through the use of funds provided by the municipality, the state and those Federal funds provided in Section 10 of the Federal Highway Act of 1968. You have received copies of the acts, I believe.

This has been more commonly referred to as Topics as I've mentioned. The Federal contribution is 50% and it is proposed that the matching 50% be shared equally by the municipality and the state, in other words, 50% Federal, 25% state and 25% municipality.

Connecticut's aid under this act is \$3,142,000 per year for two years; this meaning a yearly program with the matching money of the total program per year \$6,284,000. We should avail ourselves of these Federal funds. With the reasons stated, therefore, we request your favorable consideration of this bill.

Chairman LaFleur: Anyone else wish to be heard on this bill? Is anyone in opposition to this bill? Hearing none, we'll close the hearing on that one. We'll go to H. B. 5148.

H. B. No. 5148 (Rep. Provenzano-127th) AN ACT PROVIDING A TOLL-FREE LANE EXIT AT STRATFORD ON ROUTE #95.

Anyone else wish to speak in favor of this bill? Anyone wish to speak in opposition to the bill? 5148. I beg your pardon. We'll come back to 5145. Anyone else in line, anyone else in opposition? Hearing none, we'll go to H. B. 5145.

H. B. No. 5145 (Rep. Povinelli-120th) AN ACT PROVIDING FOR THE ERECTION OF BARRIERS ON BRIDGES ABOVE THE STATE'S HIGHWAYS.

Anyone wish to speak in favor of this bill?

Sgt. Joseph Cohen: Sgt. Joseph Cohen, Conn. State Police Dept., Traffic Division. Mr. Chairman and gentlemen, we agree in principle with the bill but do not see the mandatory aspect of such barriers on all bridges. We also feel that the State Traffic Commission should be in a position to designate which bridges will have such barriers based on traffic and pedestrian use. This also applies to bill 5154.

ROADS AND BRIDGES

THURSDAY

FEBRUARY 27, 1969

taken over by the city after their construction the same way we do with the frontage road system.

Chairman LaFleur: In other words, you would expect the Highway Dept. to build roads for the city?

Jonathan Coleman: In part, yes.

Chairman LaGleur: Thank you. Any other remarks in favor of this bill? Any in opposition?

Adam Knurek: Mr. Chairman and members of the committee, Adam Knurek of the Highway Dept. I have a prepared statement which I will leave with the secretary. However, rather than read this, I will summarize and add a few adlib remarks. First, you have to realize that something like this would cost so many millions that it would be very doubtful if you'd get the original highway built. A step in this direction has been made and has been taken. We have a bill which has been introduced-794 which is the extension of the Federal Aid Primary and Secondary System which includes most of the limited access highways. This is the so-called Topics Bill or the Topics Program.

In that particular program the Federal government in the next biennium will supply \$6 million and we are proposing that we would supply \$3 million and the towns and cities that would qualify would share 25% overall. We could have a \$12 million program out of this in the next biennium to be used on city streets to help the traffic situation in the cities and on city streets.

As was pointed out, we do build frontage roads and there also is another category, town aid, which some of the towns forget that they do get every year. Thank you.

Chairman LaFleur: You mentioned the figure \$12 million, I believe.

Adam Knurek: Yes, that's right. \$6 million would come from the Federal government and has to be matched.

Chairman LaFleur: Do you think there's any possibility to get that \$6 million plus another \$6 million of town aid in the small towns? Everyone is speaking for the big cities. I'm speaking for the small towns.

Anyone else wish to speak on H. B. 6978? We'll go to H. B. 6982.

H. B. No. 6982 (Reps. Oliver-104th, Orcutt-100th, Tudan-42nd, Morris-111th and Sen. DiRienzo-10th) An Act concerning Public Hearings on Proposed State Highways.