

<b>Act Number</b>	<b>Session</b>	<b>Bill Number</b>	<b>Total Number of Committee Pages</b>	<b>Total Number of House Pages</b>	<b>Total Number of Senate Pages</b>
PA 71-563		281	3	2	2
<u>Committee Pages:</u> <ul style="list-style-type: none"> <li><i>Transportation 219-221</i></li> </ul>				<u>House Pages:</u> <ul style="list-style-type: none"> <li><i>4963-4964(Consent)</i></li> </ul>	<u>Senate Pages:</u> <ul style="list-style-type: none"> <li><i>2655-2656</i></li> </ul>

**H-118**

**CONNECTICUT  
GENERAL ASSEMBLY  
HOUSE**

**PROCEEDINGS  
1971**

**VOL. 14  
PART 11  
4831-5162**

Saturday, June 5, 1971 13

ad

Calendar no. 1363 - House Bill 8857 - An Act Concerning the Renewal of the Motor Vehicle Operator's License of Members in The Armed Forces. File 1553

Calendar no. 1365 - Substitute for House Bill 7843 - An Act Concerning Authorizing Turns on Red Traffic Lights. File 1552.

Calendar no. 1372 - Substitute for House Bill 9160 - An Act Concerning Industrial Health and Safety. File 1561.

Calendar no. 1374 - Substitute for House Bill 6367 - An Act Concerning Unlawful Entry Into a Coin Operated Device. File 1565.

Calendar no. 1377 - Substitute for House Bill 5714 - An Act Concerning Fortune Telling and other Fraudulent Practices. File no. 1575

Calendar no. 1378 - House Bill 8272 - An Act Concerning Immunity from Liability for Emergency Medical Assistance or First Aid. File 1566.

Calendar. no. 1384 - Substitute for House Bill 8403 - An Act Concerning the Commission On Claims. File 1572.

Calendar no. 1386 - Substitute for House Bill 6674 - An Act Concerning the Maintenance or Construction of Overhead Transmission Lines in Line with and within One Half Mile of Either End of any Public Airport Runway. File 1586.

Calendar no. 1423 - Substitute for Senate Bill 0259 - An Act Concerning the Restoration and Repair of State Boundary Marks. File 1418.

Calendar no. 1424 - Substitute for Senate Bill 0281 - An Act Concerning Establishment of a Highway Corridor. File 1410.

Saturday, June 5, 1971

14

ad

Calendar no. 1433 - Substitute for Senate Bill 0701 - An Act Concerning Credit Allowances to Veterans in Examinations. File 1405

Calendar no. 1434 - Senate Bill 0810 - An Act to Exclude Certain Supervisory and Administrative Personnel from Training Requirements. File 1308.

Calendar no. 1440 - Substitute for Senate Bill 1055 - An Act Concerning Federal Electors. File 1399.

Calendar no. 1446 - Senate Bill 1553 - An Act Requiring All Agency Heads to Promptly Notify the Auditors of Public Accounts and the State Comptroller of any Irregular or Questionable Handling of State Funds. File 1403.

Calendar no. 1447 - Substitute for Senate Bill 1564 - An Act Concerning Personnel Regulations. File 1416.

Calendar no. 1450 - Substitute for Senate Bill 1624 - An Act Authorizing the State Board of Fisheries and Game to Transfer Property Under Its Control Situated in Coventry. File 1367.

Calendar no. 1451 - Senate Bill 1749 - An Act Concerning Powers of Parking Authorities. File 1350.

Calendar no. 1454 - Senate Bill 1835 - An Act Validating Acts of the Board of Finance of the Town of Plymouth. File 1395.

I move adoption of these items, Mr. Speaker.

MR. SPEAKER:

Lest there further objections questions on Consents pass, all those in favor indicate by saying Aye. Opposed. Bill is  
passed.

**S-81  
CONNECTICUT  
GENERAL ASSEMBLY**

**SENATE**

**PROCEEDINGS  
1971**

**VOL. 14  
PART 6  
2436-2873**

June 1, 1971

17.

Cal. 1017, File 1418 Substitute for S.B. 259 An Act Concerning the Restoration and Repair of State Boundary Marks.

Cal. 1018, File 1410, Substitute for S.B. 281, An Act Concerning Establishment of a Highway Corridor.

Cal. 1019, File 1409, Substitute for S.B. 857 An Act Concerning One Hearing Examiner To Conduct Human Rights and Opportunities Hearings.

Cal. 1020, File 1408 S.B. 1553 An Act Requiring All Agency Heads to Promptly Notify the Auditors of Public Accounts and the State Comptroller of any Irregular or Questionable Handling of State Funds.

Cal. 1023, File 1416, Substitute for S.B. 1564 An Act Concerning Personnel Regulations.

Cal. 1024, File 1417 S.B. 1566 An Act Concerning Budgetary Control Over Refunds of Current Year Expenditures.

Cal. 1030, File 1208, H.B. 5363 An Act Concerning the Composition of the Advisory Council On Aging.

Cal. 1033, File 1267 H.B. 6428 An Act Concerning Fees to be Charged For Storage of Motor Vehicles.

If any of these items are one starred. I also move for suspension of the rules. So that we might take them up at this time.

THE CHAIR:

There being no objection, Senator Cutillo.

SENATOR CUTILLO:

Mr. President, I do have an objection. I would like to ask that Cal. 999 on page 15, File 1394, Substitute Bill 0251 be held.

SENATOR CALDWELL:

I have no objection, Mr. President.

THE CHAIR:

There being no objection, to the other motions, there being no objection to the passage of the bills, as recited by the Majority Leader under unanimous consent. All of said motions are deemed

June 1, 1971

18.

carried. And all of said bills are declared passed.

THE CLERK:

Business on the Clerk's desk. If you turn to page 2 please. The second item from the top. Cal. 593, File 801 Favorable report of the joint standing committee on Appropriations on S.B. 1829 An Act Making An Appropriation to the Department of Health to Provide For the Costs of Screening and Testing for Sickle Cell Anemia.

THE CHAIR:

Senator Houley.

SENATOR HOULEY:

Mr. President, I move acceptance of the joint committee's favorable report and passage of the bill.

THE CHAIR:

Will you remark?

SENATOR HOULEY:

Mr. President, this provides for a twenty five thousand dollar appropriation to the State Health Department for the specific purpose of screening and testing for sickle Cell Anemia. I urge passage of the bill.

THE CHAIR:

The question is on passage of the bill. Will you remark further? Senator Lieberman.

SENATOR LIEBERMAN:

Mr. President, it goes without saying that I rise to support the bill. I want to make just one comment and that is that I hope that this program is the beginning of a much broader program in testing hemoglobin genetic diseases. It seems to me that there is a tremendous potential here through testing to detect and prevent diseases that are often fatal. Sickle Cell Anemia as is known is largely found among black Americans. There are many other genetic diseases that are limited to other groups. I just read an article in Newsweek Magazine this week about tace sacks. Which is a disease that is found primarily among

**JOINT  
STANDING  
COMMITTEE  
HEARINGS**

**TRANSPORTATION**

**PART 1  
1-337**

**1971  
Index**



28  
mr

TRANSPORTATION

MARCH 9, 1971

Mrs. Elterich(continued): dollar for the building of highways until everybody is well treated. One more point, I-84, out of 25, when it comes into the capitol area, here; you cannot park your car now. What will happen when you get all the other traffic-----you are? A ten story parking lot.

Chairman Miscikoski: We're working on that now. I think you're right. Anyone else opposed to 280? We will close the hearing on this one. We will go next to S. B. 281 (Sen. Mondani) AN ACT CONCERNING ESTABLISHING OF A HIGHWAY CORRIDOR. Anyone to speak in favor of this bill?

Mr. George Koch: For the Department of Transportation, the department supports this bill. This bill will eliminate the additional costs borne by the state when zoning parcels required for highway projects is changed after a highway corridor is established. Past experience has shown that applications for rezoning of property are usually made by private developers with full knowledge of established highway corridors. However, it is questionable, at this time, whether local zoning boards have a legal right to deny any application because the property will be required for a highway. In most instances, the zoning boards notify the department of transportation of upcoming zoning hearings, thus providing the department an opportunity to acquire property before it is rezoned. Unfortunately, funds are often not available for such acquisitions, thus the property becomes rezoned and the state eventually has to pay an amount far in excess of the value of the property before rezoning.

Chairman Miscikoski: Thank you. Anyone else? Yes, sir?

Rep. Guldelski: Could you tell us of a case in point, where that actually happened?

Mr. Koch: I just can't recall one. I know there are several, but I can't really recall any specific property at the moment.

Rep Guldelski: Question to Mr. Koch inaudible.

Mr. Koch: Well, I can recall one instance where we were able to forestall it by acquiring the property. This was in the town of Newington, where land that had not been developed, was laid out for a suburban housing development. And the layout was right in the necessary property for I-91. If I remember it correctly, 30 lots, of 20,000 sq. ft. per lot, were laid out in the right of way. The homes proposed to be built on them were in the \$30,000 class, which made the completed property then worth about \$40,000 per property. We heard of the case and were able to go in and purchase the lots before they were developed, at, I believe at nine or ten thousand dollars per lot. But, we did save a million dollars for the state of Connecticut, on being able to

29  
mr

TRANSPORTATION

MARCH 9, 1971

Mr. Koch(continued): acquire the property in advance. But, we are not always able to do that. Now if this land hadn't been rezoned, we wouldn't have gotten the increased value there, that is the type of thing that we find that we are running up against, here and there.

Rep. Cretella: Your proposed bill, as I read it, does not prevent a sub-division being developed or laid out or approved. Lets assume that the land you are going to acquire is in a R20 or R40 zone, but there is no sub-division which has been approved on it. Which does not require a zone change. In other words, a developer can come in after the road has been laid out - and certainly or suddenly appear before, in my town anyway, the Planning and Zoning Commission - file a sub-division map showing 30 plots on what probably what had been farm land, previous. This bill would not prevent that. This bill would possibly prevent, if it had happened to have been an R12 zone, in which the lots might not be quite so valuable; and I question that; from changing it from R12 to R40, or from changing it from residential to industry; which is probably the more prevalent type of change, assuming the industrial end is going to bring more than residential. That is what you are attempting to change, or prevent. Thank you.

Chairman Miscikoski: Anyone else in favor? Anyone opposed?

Mrs. Elterich: On 281, I am going to say something that perhaps the Committee would be happy to learn. There is no need of having any pre-clusion from change of zone by the Planning and Zoning. In Trumbull we have a residential zone, we have an industrial zone, we have a A - AA--AAA residential zone. When the corridor for the relocation of route 25 was placed, instead of going through the redevelopment section. Instead of taking this 15 foot wide road, with land on either side of it that would serve 110 acres of industrial area - they just decided to go through the parkland. But this again is the change of zoning. They are making a "snake curve" to go into AA zone, that had been zoned, with new residences. They have gone into areas where it was not even approved for, but sub-divisions were imminent - and they would go before the Planning Commission and they approved it as lots - so therefore the state is going to have to buy lots, at the real value market. Instead of going and serving - the corridors of roads are going in wrong places and I am wondering - are they talking about state highways, just interstate, from town to town or are they talking about super-express highways, or are they talking about local roads, that they have no jurisdiction over? I would like to know these things. And lets be specific, what kind of highways they are making reference to. I think we have 4 or 5 state highways; I wish they would be able to maintain them. I wish they would widen them, then

30  
mr

## TRANSPORTATION

MARCH 9, 1971

Mrs. Elterich(continued): they wouldn't have to go through our parklands, but no, they go out more and more. Look for another corridor so that more concrete can be sold, so more trees can be cut and more land to be wasted and denied the citizens. Thank you.

Chairman Miscikoski: Thank you. We will close that bill for today. And we will call on Sen. Power for the next one.

Sen. Power: I am of the 30th. District, and I would like to speak very briefly on some of the 11 bills for or covering state aid for roads. The one I have in mind is S. B. 697. This apparently has been gone over by many communities and has been found to be the one that would be the most palatably to them. This, as I understand it, will help the cities and also the smaller communities. Some of the smaller communities are hurting because of the amounts of money that are now given by the state to the towns and cities for the maintenance of their roads. The cities can use some help too, because a lot of the population is moving out to the suburbs. So I would urge your favorable consideration of S. B. 697. Thank you.

Chairman Miscikoski: Thank you, Senator. We will go on to S. B. 532 (Sen. Murphy) AN ACT CONCERNING TOWN AID ROAD FUNDS. Is anyone in favor? I think that this is part of the package that we already heard. Anyone against it?

Mr. James Kissane: Just very quickly. This is \$2800 a mile for the first 23 miles, this uses up eleven million dollars. That leaves one million dollars left. In effect, every town in the state would get \$64,400.

Chairman Miscikoski: Anyone else wish to speak against it? The next bill is S. B. 697 (Sen. Mondani) AN ACT CONCERNING TOWN AID FOR HIGHWAYS. Yes, sir?

Mr. Robert Parkhurst: Mr. Chairman; I am First Selectman for the town of Montville. We have heard many bills today on town aid funds. I represent the Thames Valley Municipal Executives Association, consisting of 12 towns in southeastern Connecticut. The many bills heard today were discussed by our Association and the bill 697, seems to be the one that is more equitable to all. What I mean is; that it benefits small towns as well as large towns. Basic changes being not in the allotment of money for the first 23 miles which is \$1400 per mile - this remains the same. However, the second section of that bill did read that 100% of the balance of the money would be allocated, based on population. The change, which I feel is an important change, and our group also felt the same, was that now the 40% factor enters into it based on the remaining miles of road. And, still the population factor being here at a 60% amount.