

Legislative History for Connecticut Act

SB 1615	PA 485	1975
House 5469-5471		(3)
Senate 2486-2487		(2)
Trans. 0		
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CONNECTICUT  
GEN. ASSEMBLY  
HOUSE

PROCEEDINGS  
1975

VOL. 18  
PART 11  
5053-5519

## THE HOUSE

FRIDAY

MAY 30, 1975

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REPRESENTATIVE CAMP (111th):

Thank you.

THE SPEAKER:

Will you remark further on the Bill? If not, will the Members please be seated and the staff come to the well. The machine will be opened. Have all the Members voted and is your vote properly recorded? If so, the machine will be closed and the Clerk will take a tally.

THE CLERK:

Total Number Voting	137
Necessary for Passage	69
Those voting Yea	137
Those voting Nay	0
Those Absent and Not Voting	14

THE SPEAKER:

The Bill is passed.

THE CLERK:

Calendar 1201, Substitute for Senate Bill 1615, AN ACT CONCERNING THE FEDERAL AID URBAN SYSTEM FOR CERTAIN HIGHWAYS IN CONNECTICUT, as amended by Senate Amendment, Schedule A. Committee on Transportation.

THE SPEAKER:

The gentleman from the 21st.

REPRESENTATIVE CLARK (21st):

I move for acceptance and passage in concurrence with the Senate.

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FRIDAY

MAY 30, 1975

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THE SPEAKER:

The question is on acceptance and passage in concurrence. Will you remark?

REPRESENTATIVE CLARK (21st):

Yes, Mr. Speaker. I believe there is an Amendment. Senate A.

THE SPEAKER:

Clerk please call Senate A.

THE CLERK:

Senate Amendment, Schedule A. LCO 9223. Strike out Line 157 in its entirety and substitute the following in lieu thereof. "Section 7. Section 13a-98c and 13a-98d."

REPRESENTATIVE CLARK (21st):

It's merely a technical correction and I would move adoption of the Amendment.

THE SPEAKER:

Will you remark further on Senate A? If not, the question is on its adoption. All those in favor will indicate by saying aye. Opposed? Senate A is adopted. Will you remark on the Bill as amended?

REPRESENTATIVE CLARK (21st):

Yes, Mr. Speaker. This Bill merely complies the Connecticut law with changes in the Federal Aid to Urban System proposals which the Federal Government indicated in their new regulations. In effect, it

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basically allows more local input in the local input goes through, in our case, to the CRCOG who in turn go through the State Department of Transportation and it allows certain municipal highways which weren't included in this system prior to this change in the Federal law, to be included now and it's not a mandatory system. It's entirely up to the choice of the individual town as to whether or not they want to apply for any specific project. It's a good bill and I believe it should pass.

THE SPEAKER:

Will you remark further on the Bill? If not, will the Members please be seated and the staff come to the well. The machine will be opened. The machine is still open. If all the Members have voted and your vote is properly recorded, the machine will be closed and the Clerk will take a tally.

THE CLERK:

Total Number Voting	134
Necessary for Passage	68
Those voting Yea	134
Those Voting Nay	0
Those Absent and Not Voting	17

THE SPEAKER:

The Bill, as amended, is passed.

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CONNECTICUT  
GEN. ASSEMBLY  
SENATE

PROCEEDINGS  
1975

VOL. 18  
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May 23, 1975 C.G.C. 10

THE CLERK:

Page 3 of the calendar, middle of the page, calendar 797, file 819 favorable report of the Committee on Transportation, substitute for Senate Bill number 1615 AN ACT CONCERNING THE FEDERAL AID URBAN SYSTEM FOR CERTAIN HIGHWAYS IN CONNECTICUT.

THE CHAIR:

Senator Hennessey have that?

SEN. HENNESSEY:

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

THE CHAIR:

Will you remark Senator?

SEN. HENNESSEY:

Mr. President, this bill authorizes the principal elected officials of general purpose local governments to select the routes to be included in the Federal Aid Urban Highway System with the concurrence of the Commissioner of Transportation. At present, these routes are chosen cooperatively by selected local officials and the Commissioner. The bill substitutes definition of urbanized area, where these routes will be located as defined by Federal regulations, for the U.S. census definition of urbanized area. It eliminates the requirement that selecting officials take into consideration the highest traffic volume corridors, the longest trips within each area, the local planning goals, and selecting the routes, and it substitutes the requirement that the routes including high traffic volume arterial and collective routes in-

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cluding access roads and transportation terminals. It allows the inclusion of state and locally maintained routes within the system. This is being consistent and is necessary to meet the November of last year's transit bill in the Congress. I move acceptance and if there's no objection, I move it to the Consent Calendar.

THE CLERK:

The Clerk has an amendment on this I think, Senator Hennessey. Senate Amendment A, L.C.O. number 9225 offered by Senator Hennessey. Strike out line 157 in its entirety and substitute the following in lieu thereof, Section 7, sections 12a-98c and 12a-98d.

SEN. HENNESSEY:

I move the amendment, Mr. President.

THE CHAIR:

Amendment has been moved. Will you remark?

SEN. HENNESSEY:

It was, I guess a typographical error, we repealed the wrong sections, and the amendment clarifies that.

THE CHAIR:

The question is on the adoption of the amendment. All those in favor please signify by saying aye . . . "aye" those opposed, the ayes have it, the amendment is adopted.

SEN. HENNESSEY:

. . . no objection, I move it as amended to the Consent Calendar.

THE CHAIR: