

Legislative History for Connecticut Act

SB 247                      P.A. 189                      1994

Senate 1114, 1522-1558, 1620-1621, 2551-2553,  
2566 - 2567                      (45)

House: 6471-6559                      (89)

Transportation 178, 289-291, 292-296, 300,  
301-314                      (24)

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PROCEEDINGS  
1994

VOL. 37  
PART 4  
1082-1450

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Thank you, Mr. President. We have struggled with the Passed Temporarily List and we have several amendments. The hour is growing late. I would recommend that there be three changes or four changes to the Agenda -- the Calendar, excuse me, and that we move forward on three P-T's and there's a Change of Reference.

For the purpose of a Reference Change. On Page 4, Calendar Item No. 178, Substitute for Senate Bill No. 247, I would move this be referred to the Committee on Judiciary.

THE CHAIR:

Without objection, so ordered.

SENATOR DIBELLA:

On Page 5, Calendar Item No. 212, go from P-T to Go.

On Page 11, Calendar Item No. 256, from a P-T to a Go. Calendar Item No. 259, from a P-T to a Go.

THE CHAIR:

Okay.

SENATOR DIBELLA:

The rest will stay as they are and I would --.

THE CHAIR:

The rest of the markings stay in place. Don't we have a few other markings we'd like to --? I believe

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Yes, Madam President, just to briefly summarize. This is another bill that was unanimously approved by the Circle. It's an attempt by this General Assembly to enhance the exporting capabilities of the state, in particular in some areas where we're underachieving.

It looks at policy development, financial assistance and infrastructure development and foreign recruitment. It pertains particularly to small and medium sized businesses and I move that it be approved and if there's no objection, be placed on the Consent Calendar.

THE CHAIR:

Thank you very much, Senator Crisco. Would anybody else wish to remark on Senate Calendar 174? Are there any further remarks? Any further remarks on Senate Calendar 174? If not then, is there any objection to placing Senate Calendar 174, Substitute for Senate Bill No. 279, as amended by Senate Amendment "A", on the Consent Calendar? Is there any objection? Any objection? Hearing none, so ordered.

THE CLERK:

Calendar Page 33, Calendar No. 178, File No. 189, Substitute for Senate Bill No. 247, AN ACT REVISING CERTAIN MOTOR VEHICLE LAWS.

Favorable Report of the Committee on Judiciary.

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The Clerk is in possession of amendments.

THE CHAIR:

Thank you very much. The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Thank you, Madam President. I move acceptance of the Joint Committee's Favorable Report and passage of the bill and I'd ask the Clerk to call LCO No. 2926 first.

THE CHAIR:

2926?

SENATOR MEOTTI:

That's correct.

THE CLERK:

LCO2926, which will be designated Senate Amendment Schedule "A". It's offered by Senator Meotti of the 4th District.

THE CHAIR:

The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Yes, Madam President. I move the amendment and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

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Madam President, this will establish a July 1 effective date for several sections of the bill, which would relate to the fiscal year.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "A", LCO No. 2926? Are there any further remarks? If not then, please let me know your mind. All those in favor of LCO No. 2926, designated by the Clerk as Senate Amendment "A", please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Those opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

SENATOR MEOTTI:

Madam President, if I could ask if the Clerk would call LCO No. 2485 and then we would move through the Democratic amendments sequentially.

THE CLERK:

LCO2485, which will be designated Senate Amendment Schedule "B". It's offered by Senator Meotti of the 4th District.

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THE CHAIR:

Thank you very much. The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Yes, Madam President, I move the amendment and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Madam President, this would remove the potential of a late fee on the registration of a seasonal boat trailer, which has caused a problem since it has not been synchronized with private passenger motor vehicles. This would put it on the same footing.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "B"? Are there any further remarks? Senator Cook.

SENATOR COOK:

I just would like a clarification, if you wouldn't mind, through you, a question to the proponent of the amendment. I'm just reading it quickly now, Senator Meotti. Does this apply to boat registrations as well as motor vehicles?

SENATOR MEOTTI:

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Yes, it does, Senator Cook.

SENATOR COOK:

So those who may wish to have their boat registration delayed by a month or three months or whatever, are now going to have to pay an extra late fee. Is that correct?

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

Through you, Madam President, no. Madam President, if I may clarify again, what this does is it removes the late fee for those people who engage in a practice that one might call seasonal registration on the boat trailers. We've put them on the same footing as those doing it with their cars. Since a boat, of course, as you know, boats are frequently used on a seasonal basis. This allows the trailer to be dealt with in a way that is I think easiest for the driver, the owner, consumer, whatever you want to call them.

SENATOR COOK:

And what about vessels themselves? Do they have to go through the Motor Vehicle Department late fee on this?

THE CHAIR:

Senator Meotti.

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SENATOR MEOTTI:

Through you, Madam President, again, this has nothing whatsoever to do with anything to do with vessels. It's strictly limited to the late fee that would be assessed for a vehicle registration in this instance.

SENATOR COOK:

I appreciate your help. Thank you.

THE CHAIR:

Anybody else wish to remark? Senator Gunther.

SENATOR GUNTHER:

Madam President, just for clarification. I believe that the amendment says a trailer used exclusively for camping or any other recreational, so it does cover a camp trailer, but it does any other recreation, which could be a boat trailer. Is this true?

SENATOR MEOTTI:

Through you, Madam President, yes.

THE CHAIR:

All right, thank you.

THE CHAIR:

Anybody else wish to remark on Senate Amendment "B", LCO No. 2485? Are there any further remarks? If not then, please let me know your mind. All those in favor of Senate Amendment "B", LCO No. 2485, please

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signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Senator Meotti.

SENATOR MEOTTI:

LCO2515.

THE CLERK:

LCO2515, which will be designated Senate Amendment  
Schedule "C". It's offered by Senator Meotti of the  
4th District.

THE CHAIR:

Thank you very much. The Chair would recognize  
Senator Meotti.

SENATOR MEOTTI:

Madam President, I move the amendment and ask that  
the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Madam President, this clarifies part -- actually in  
the main bill dealing with the removal of an additional

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fee imposed on certain violations to clarify that it goes into the correct fund between the Transportation Fund and the General Fund.

THE CHAIR:

Thank you very much, Senator. Would anybody else wish to remark on Senate Amendment "C", LCO No. 2515? Are there any further remarks? If not then, please let me know your minds. All those in favor of LCO No. 2515, designated by the Clerk as Senate Amendment "C", please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

THE CLERK:

LCO3002, which will be designated Senate Amendment Schedule "D". It's offered by Senator Meotti of the 4th District.

THE CHAIR:

The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move the amendment and ask that the reading be waived.

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THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Yes, Madam President, this amendment again deals with something on the underlying bill. We are repealing the fee which people pay for a defective equipment warning and this makes the assessment of a fine if they refuse to respond to such a notice, permissive on the department.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "D", LCO No. 3002? Any further remarks? If not then, please let me know your minds. All those in favor of LCO No. 3002, please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

THE CLERK:

LCO4091, which will be designated Senate Amendment Schedule "E". It's offered by Senator Meotti of the 4th District.

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THE CHAIR:

Thank you very much. The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move the amendment and ask that the reading be waived.

THE CHAIR:

Thank you very much, Senator. Please proceed.

SENATOR MEOTTI:

Madam President, this will permit the Department of Motor Vehicles to issue an expiration sticker for registrations that could be placed either on the license plate or on the window, front window of a car. This is to deal with the issue of a concern about people who may be stealing license plates in order to get at the appearance of a valid registration. It is possible down the road that this may be integrated with some sort of emission sticker so that people who would choose to, could place this on the windshield of their car and thus minimize the opportunities for theft for that purpose.

THE CHAIR:

Thank you very much, Senator. Would anybody else wish to remark on Senate Amendment "E", LCO No. 4091? Any further remarks? If not then, please let me know

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your mind. All those in favor of Senate Amendment "E",  
LCO No. 4091, please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Those opposed.

The ayes have it.

The amendment is adopted.

THE CLERK:

LCO4122, which will be designated Senate Amendment  
Schedule "F". It's offered by Senator Meotti of the  
4th District.

THE CHAIR:

The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment  
and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Yes, Madam President. This would delete Section 19  
of the bill which had made some adjustments in the  
maximum driver time for commercial driver licenses. It  
was proposed by one of the agencies that after further  
exploration we realize this could cause some

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difficulty for municipalities in the state, so we want to strike that section and just move ahead without it.

THE CHAIR:

Thank you very much. Would anybody else like to remark on Senate Amendment "F", LCO No. 4122? Senator Upson.

SENATOR UPSON:

Yes, if I may, through you, Madam President. I notice that in the file number, on Section 19, it says an operator, I guess of commercial vehicles, may not have more than 15 hours in any 24 hour period. Is that correct, through you, Madam President, to Senator Meotti.

THE CHAIR:

Thank you very much. Senator Meotti.

SENATOR MEOTTI:

Well, if you're reading from the file copy, that's what is in the file copy.

SENATOR UPSON:

Yes, and why are you trying to get rid of that, through you, Madam President, to Senator Meotti.

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

Because on further study, particularly with the

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involvement with some members of the -- just to make sure we're not repealing that section of the General Statutes, we're just striking the section of the file copy which would have changed the hours. It's because of input from municipalities that this change in the hours would have caused difficulty, particularly in our crisis times like the snowstorms during this winter and other periods.

SENATOR UPSON:

Again, through you, Madam President, are you are you not taking out this prohibiting, Senator Meotti?

THE CHAIR:

Thank you very much. Senator Meotti.

SENATOR MEOTTI:

Well, I don't want to try to explain, you know, the difference between -- let me just make clear again. We are not deleting the section of the statutes. If you want to -- it's Section 19 of the bill will be stricken, so the bill, the current General Statute, Section 14-274 will remain as it is on the statute books.

SENATOR UPSON:

And through you, Madam President, does that have a prohibition of how many hours a commercial --?

SENATOR MEOTTI:

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Sixteen, Madam President.

SENATOR UPSON:

So that will stay -- it will stay 16?

SENATOR MEOTTI:

The current law will remain the same by striking  
Section 19.

SENATOR UPSON:

So this is really superfluous then?

SENATOR MEOTTI:

No, if we don't strike Section 19, we'll end up  
restricting the number of hours and that is what  
causes the problems for the municipalities of the  
state.

SENATOR UPSON:

Again, would you, if you may explain to me, are we  
or are we not restricting the hours, through you,  
Madam President?

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

Not beyond current statute.

SENATOR UPSON:

And what is the current statute, through you, Madam  
President?

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Senator Meotti.

SENATOR MEOTTI:

Sixteen hours.

SENATOR UPSON:

So that will stay in effect. Is that correct?

SENATOR MEOTTI:

That's correct, Madam President.

SENATOR UPSON:

And what was the comment you're making about snowstorms and municipalities, through you, Madam President?

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

There was a suggestion by one of the state agencies at the start of the session that dropping the 16 hours to 15 might be appropriate for a variety of reasons. It was after the public hearing on this language that we had the input from a number of municipalities that that time limitation would cause problems sometimes when they have to go to double shifts during snowstorms and other calamities of severe intensity.

SENATOR UPSON:

Is there something funny, that I'm missing?

SENATOR MEOTTI:

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Not that I'm aware of, Madam President.

SENATOR UPSON:

I don't think that's true.

LAUGHTER

Thank you very much for your comical rendition.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "F", LCO No. 4122? If not then, please let me know your mind. All those in favor of LCO No. 4122, designated by the Senate Clerk as Senate Amendment "F", please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LCO4657, which will be designated Senate Amendment Schedule "G". It's offered by Senator Meotti of the 4th District.

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

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Madam President. I would move the amendment, ask that the reading be waived and I would defer to Senator Guglielmo.

THE CHAIR:

Senator Guglielmo.

SENATOR GUGLIELMO:

Thank you, Madam President. This is an amendment that benefits the Woodstock Fair. It's a long time New England Country Fair, and to my knowledge, is the only one in Connecticut that runs a go cart track and they do it during the four days during the fair.

The problem is that currently, under current law they need to have a motor vehicle inspector on duty at a cost of approximately \$2,400 and the Motor Vehicle Department has agreed that this is not necessary. It certainly would have help the fair, which is a nonprofit and I think it's pretty straightforward and I want to thank the chairman for his help on the amendment and I move adoption.

THE CHAIR:

Thank you very much, Senator Guglielmo. Would anybody else wish to remark on LCO No. 4657, designated by the Clerk as Senate Amendment "G"? Are there any further remarks? If not then, please let me know your mind. All those in favor --.

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SENATORS:

Aye.

THE CHAIR:

I haven't gotten there yet. We have to read these things for the record. LCO No. 4657, designated by the Clerk as Senate Amendment "G". Please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LCO4813, which will be designated Senate Amendment Schedule "H", offered by Senator Meotti of the 4th District.

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

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SENATOR MEOTTI:

Madam President, in the file copy, we are trying to set up a system that allows the most flexibility for the future conduct of safety inspections by the -- under sort of a private vendor contract to the Department of Motor Vehicles, perhaps using the Emissions Inspection Program, as is already currently being done.

In order to do that, we have to track those funds appropriately through the Special Transportation Fund and also the Emissions Fund as well. There were some problems with how this was written in the file copy and this corrects those changes so that we can remain within the bond covenants for the Special Transportation Fund and do this in an appropriate manner.

THE CHAIR:

Thank you very much, Senator Meotti. Would anybody else wish to remark on LCO No. 4813, designated by the Clerk as Senate Amendment "H"? Are there any further remarks? If not then, please let me know your mind. All those in favor of LCO No. 4813, designated as Senate Amendment "H", please signify by saying aye.

SENATORS:

Aye.

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THE CHAIR:

Those opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LCO4919, which will be designated Senate Amendment  
Schedule "I". It's offered by Senator Meotti of the  
4th District.

THE CHAIR:

The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move the amendment and ask that  
the reading be waived.

THE CHAIR:

Thank you, Senator. Do you wish to remark further?

SENATOR MEOTTI:

Yes, Madam President. Currently under state  
statute, the Department of Motor Vehicles cannot give  
you in person a certificate of title or a replacement  
certificate of title. The statutes unfortunately  
require that this only be mailed. This would create  
the option to allow you to be presented a certificate  
of title over the counter at a DMV Branch.

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Thank you very much. Would anybody else wish to remark on Senate Amendment 4919, designated by the Clerk as Senate Amendment "I"? Are there any further remarks? If not then, please let me know your mind. All those in favor of Senate Amendment "I", LCO No. 4919, please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LC05605, which will be designated Senate Amendment Schedule "J". It's offered by Senator Meotti of the 4th District.

THE CHAIR:

Thank you very much. The Chair would recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

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SENATOR MEOTTI:

Madam President, this also corrects some language in the file copy. It deals with the shared responsibilities between the Department of Public Safety and the Department of Motor Vehicles with the Commercial Truck Inspection Program and it straightens out a problem we have with the federal delegation system so that we have the proper authority in the two respective agencies.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "J"? Are there any further remarks? Any further remarks? If not then, please let me know your mind. All those in favor of LCO No. 5605, designated by the Clerk as Senate Amendment "J", please signify by saying aye.

SENATORS:

Aye.

SENATOR MEOTTI:

Aye.

THE CHAIR:

Those opposed.

The ayes have it.

The amendment is adopted.

THE CLERK:

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LCO5610, which will be designated Senate Amendment  
Schedule "K". It's offered by Senator Meotti of the  
4th District.

THE CHAIR:

Thank you very much, Mr. Clerk. The Chair would  
recognize Senator Meotti.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment  
and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Madam President, this amendment is to make clear  
that certain provisions in the file copy dealing with  
chop shops, if you will, people who chop up stolen cars  
for purposes of dealing in those parts, to make sure  
that those provisions could not be applied to  
legitimate dealers in antique cars and replacement  
parts for antique cars.

THE CHAIR:

Thank you very much, Senator. Would anybody else  
wish to remark on Senate Amendment "K", LCO No. 5610?  
Are there any further remarks? If not then, please let  
me know your mind. All those in favor of Senate  
Amendment "K", LCO No. 5610, please signify by saying

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aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LC05642, which will be designated Senate Amendment  
Schedule "L". It's offered by Senator Meotti of the  
4th District.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment  
and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Madam President, what this does is it establishes  
we think a more rational regulatory framework for a new  
service industry that's developing in the state, which  
is people are establishing special sort of  
transportation services for young children to after  
school activities, to day care, to sports activities,  
things of that sort.

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What we've discovered is under the current statutes, and this is a very recently developing situation, under the current statutes, these people are required to go through the entire livery licensing program, which is extremely extensive, requires public hearings and all the like and will probably make it impossible for many of the people who want to go into this business to do so.

Working with the agencies involved, we think we can protect the safety interests by what this amendment calls for, which is a review by the Department of Motor Vehicles of both the vehicle for safety purposes and a background check on any drivers for criminal experiences and the same thing we use in the school bus school transportation area and it would exempt such service for young children from the livery licensing program.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on LCO No. 5642, designated by the Clerk as Senate Amendment "L"? Yes, Senator Cook.

SENATOR COOK:

Through you, a question to the proponent please. Senator Meotti, when you were mentioning in your description of the amendment that vehicle safety issues

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would be taken care of in these new provisions, do you mean that the inspections are going to be as frequent and as thorough as they are currently for the livery license?

THE CHAIR:

Senator Meotti.

SENATOR MEOTTI:

Madam President, again, to make it clear, that these vehicles would be within the school transportation inspection program within the Department of Motor Vehicles. They would not be in the livery program.

SENATOR COOK:

So these vehicles would be inspected monthly as school buses are now inspected?

THE CHAIR:

Senator Meotti.

SENASENATOR MEOTTI:

They would work within -- the Department of Motor Vehicles does have certain regulatory authority here and could conceivably change the regulations dealing with these specific vehicles, but it would it would fit within that -- with that framework, as carried out by the Department of Motor Vehicles. I don't know for this particular type of use that they would -- and I'm

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not sure that school buses, to my knowledge, are not inspected monthly by DMV. I think there is a twice a year program for that and they would fit into this type of program rather than -- what we're trying to do is take them out of livery and put them in the school transportation vehicle program.

SENATOR COOK:

Would that also mean that these vehicles would also have to be marked as the school buses are for small children transportation sign on the vehicle saying "carrying schoolchildren" and the other requirements to stop at railroad crossings, etc.?

SENATOR MEOTTI:

Through you, Madam President, no, they would be subject to regulatory control and they might have to have some kind of signage, but they would not be signed exactly the way certainly a school bus or even a Type II school bus would be. That would not be permitted under state law.

SENATOR COOK:

So you're really creating a new category of school bus transportation?

SENATOR MEOTTI:

Again, through you, Madam President, I would not characterize this as school bus transportation. I'd

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say that we are using the framework of the school bus inspection, both for drivers and vehicles in this industry, but we are not making them school buses in any way.

SENATOR COOK:

And just for clarification, the drivers will have to have the special licensing similar to what a school bus driver will have to have?

SENATOR MEOTTI:

Through you, Madam President, yes.

SENATOR COOK:

And they must be age 21 or not?

SENATOR MEOTTI:

Through you, Madam President, that was a bill which this Chamber looked upon favorably. The Chamber a floor down did not. So in all likelihood, the minimum age will remain at 18.

SENATOR COOK:

And for insurance purposes, will there be regulations requiring insurance for the liability carried that's similar to school bus company insurance?

SENATOR MEOTTI:

Many of these vehicles are -- fall within the definition of private passenger motor vehicle under the current insurance laws of the state. We also, of

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course, you know, have a bill working its way through the system this year requiring insurance for commercial motor vehicles, so I think that you're probably going to end up with a situation where both through DMV regulations, but also through these changes in statute, and the existing private passenger motor vehicle law, these are going to be required to have insurance.

SENATOR COOK:

Thank you.

THE CHAIR:

Thank you very much, Senator Cook. Would anybody else wish to remark on Senate Amendment "L", LCO No. 5642? Are there are any further remarks? If not then, please not let me know your mind. All those in favor of Senate Amendment "L", LCO No. 5642, please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Those opposed.

SENATORS:

No.

THE CHAIR:

The ayes have it.

The amendment is adopted.

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THE CLERK:

LC05685, which will be designated Senate Amendment  
Schedule "M". It's offered by Senator Meotti of the  
4th District.

SENATOR MEOTTI:

Madam President, I move adoption of the amendment  
and ask that the reading be waived.

THE CHAIR:

Please proceed, Senator.

SENATOR MEOTTI:

Madam President, this would add the category of  
street sweepers to the definition of special mobile  
equipment under the transportation vehicle registration  
laws and deals with an issue, a type of vehicle that  
was probably meant to be included in there in the first  
place, but is not, and without that inclusion in there,  
it creates a serious disincentive to have these  
vehicles registered in the State of Connecticut, and so  
therefore, businesses are more likely to register them  
outside of the State of Connecticut and we would lose  
all fee revenue from those vehicles.

THE CHAIR:

Thank you very much, Senator. Would anybody else  
wish to remark on Senate Amendment "M", LCO No. 5685?  
Are there any further remarks? If not then, please let

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me know your mind. All those in favor of Senate  
Amendment "M", LCO No. 5685, please signify by saying  
aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendemnt is adopted.

SENATOR MEOTTI:

Madam President, at this time I'd ask that LCO No.  
4845 be called.

THE CHAIR:

4845?

SENATOR MEOTTI:

Correct.

THE CLERK:

LCO4845, which will be designated Senate Amendment  
Schedule "N". It's offered by Senator Smith of the  
14th District, et al.

SENATOR MEOTTI:

Madam President, I'd move the amendment and ask  
that the reading be waived.

THE CHAIR:

Thank you very much, Senator. Do you wish to

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remark further?

SENATOR MEOTTI:

Yes, Madam President. This tightens up the definition of the requirements on vehicles approaching crosswalks in order to enhance pedestrian safety in terms of requiring a granting of the right of way in crosswalks to pedestrians in the State of Connecticut.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Amendment "N", LCO No. 4845? Are there any further remarks? If not then, please let me know your mind. All those in favor in Senate Amendment "N", LCO No. 4845, please signify by saying aye.

SENATORS:

Aye.

THE CHAIR:

Opposed.

The ayes have it.

The amendment is adopted.

Mr. Clerk.

THE CLERK:

LCO2207, which shall be designated Senate Amendment Schedule "O". It's offered by Senator Upson of the 15th District.

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The Chair would recognize Senator Upson.

SENATOR UPSON:

Yes, I move adoption of the amendment and ask permission to summarize, waive its reading.

THE CHAIR:

Please proceed.

SENATOR UPSON:

Yes, very simply, it increases the speed limit rate to 60 miles an hour in those urbanized areas designated by the Department of Transportation, federal Department of Transportation.

It would apply to about 128 interstate miles in or outside of urban areas. Thank you.

THE CHAIR:

Thank you very much, Senator. Would anybody else wish to remark on LCO No. 2207? Yes, Senator Meotti.

SENATOR MEOTTI:

Yes, Madam President. I rise in opposition to the amendment. I think it would cause certain problems for us in creating variable speed limits along different distances of state highways. I recognize that there is some value to some of the intent here and there might be a very limited stretch of interstate highway in Connecticut that it might make some sense to deal with this, but the way that this is defined, interacting

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with the federal law, is we're going to have a lot of bouncing back and forth to speed limits, particularly along Interstate 84 throughout the whole length of Interstate 84 in the state that I think would be very confusing to motorists and has been recognized in other states where they've tried to move to higher speed limits, that that kind of variation of speed limit is very difficult to deal with.

THE CHAIR:

Thank you very much. Would anybody else wish to remark? Are there any further remarks on Senate Amendment "O"? Senator Upson.

SENATOR UPSON:

I'll ask for a roll call.

THE CHAIR:

Okay, thank you. Would anybody else wish to remark? If not, Mr. Clerk, would you make the necessary announcement for a roll call vote please.

THE CLERK:

An immediate roll call has been ordered in the Senate. Will all Senators please return to the Chamber. An immediate roll call has been ordered in the Senate. Will all Senators please return to the Chamber.

THE CHAIR:

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Thank you very much, Mr. Clerk. The issue before the Chamber is Senate Calendar No. 178, Substitute for Senate Bill No. 247. It is an amendment that has been designated by the Clerk as Senate Amendment "O". It's LCO No. 2207. The machine is on. You may record your vote.

Have all Senators voted and are your votes properly recorded? Have all Senators voted and are your votes properly recorded? The machine is closed.

The result of the vote:

12	Yea
24	Nay
0	Absent

The amendment is defeated.

Mr. Clerk.

THE CLERK:

No further amendments, Madam President.

THE CHAIR:

Goodness gracious

APPLAUSE

At the risk of sounding fresh, why didn't you redraft the bill?

LAUGHTER AND APPLAUSE

SENATOR MEOTTI:

Madam President, that's exactly what we did, piece

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by piece.

LAUGHTER

THE CHAIR:

So I noticed, Senator.

SENATOR MEOTTI:

Madam President, I just want to thank --.

THE CHAIR:

If there's anything left, would you like to speak

--.

SENATOR MEOTTI:

No, I just want to thank the Circle for their patience. The bill is actually, in a sense, a revisors bill to a number of sections in the motor vehicles law and essentially the amendments have explained most of what's in the bill of substance.

THE CHAIR:

Thank you very much. Would anybody else wish to remark on Senate Calendar 178, Substitute for Senate Bill No. 247, as amended? Any further remarks? If not --.

SENATOR MEOTTI:

May that be placed on the Consent Calendar.

THE CHAIR:

Thank you very much. Is there any objection to placing Senate Calendar 178, Substitute for Senate Bill

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No. 247, as amended by Senate Amendments "A" through "N", on the Consent Calendar? Is there any objection? Hearing none, so ordered.

THE CLERK:

Calendar 181, File No. 221, Senate Bill No. 401, AN ACT CONCERNING WORKFARE AND JOB PLACEMENT.

Favorable Report of the Committee on Appropriations.

The Clerk is in possession of one amendment.

THE CHAIR:

Thank you very much. The Chair would recognize Senator Harp.

SENATOR HARP:

Madam President, I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

THE CHAIR:

Thank you very much, Senator. Mr. Clerk.

SENATOR HARP:

929.

THE CHAIR:

929.

THE CLERK:

LCO929, which will be designated Senate Amendment Schedule "A". It's offered by Senator Harp of the 10th District.

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Senate Bill 207. Calendar 114, Substitute for Senate Bill 236.

Calendar Page 31, Calendar No. 128, Substitute for Senate Bill 344. Calendar 144, Substitute for Senate Bill No. 288.

Calendar Page 32, Calendar 173, Substitute for Senate Bill 218. Calendar 174, Substitute for Senate Bill 279.

Calendar Page 33, Calendar No. 178, Substitute for Senate Bill No. 247.

Calendar Page 35, Calendar No. 202, House Bill No. 5597. Calendar 220, Senate Bill 235.

Calendar Page 36, Calendar No. 224, Substitute for House Bill 5387.

Calendar Page 37, Calendar No. 257, Substitute for Senate Bill No. 373.

And Calendar Page 38, Calendar No. 150, Substitute for Senate Bill 22. Calendar 171, Substitute for Senate Bill 176, and Calendar 287, Substitute for House Joint Resolution No. 27.

Madam President, that completes the second Consent Calendar.

THE CHAIR:

Thank you very much, Mr. Clerk. You've heard the items that have been placed on Consent Calendar No. 2

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for today, Tuesday, April 27th. The machine is on.  
You may record your vote.

Have all Senators voted and are your votes properly recorded? Have all Senators voted and are your votes properly recorded? The machine is closed.

The result of the vote:

36	Yea
0	Nay
0	Absent

The Consent Calendar No. 2 for today is adopted.

The Chair would recognize Senator DiBella.

SENATOR DIBELLA:

Thank you, Madam President. I'd move suspension so that we can immediately transmit all those matters that would require to be sent to the House.

THE CHAIR:

Thank you very much. Senator DiBella has moved that the rules be suspended and that all items that require action by the House be immediately transmitted there. Is there any objection? Any objection? Hearing none, so ordered. Senator Colapietro.

SENATOR COLAPIETRO:

Thank you, Madam President. For the purpose of an announcement. There will be a Labor Committee meeting later on this morning, 15 minutes prior to the House --

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No. 5835, on the Consent Calendar? Is there any  
objection? Hearing none, so ordered. on Judiciary.

THE CLERK:

Disagreeing Actions, Calendar 172, File 182, ~~also~~  
Substitute for Senate Bill 23, AN ACT CONCERNING  
ACCOUNTABILITY OF STATE ECONOMIC DEVELOPMENT PROGRAMS,  
as amended by Senate Amendment Schedule "A".

Favorable Report of the Committee on Commerce.

The House adopted House Amendment Schedules "A",  
"B", "C" and "D".

The Clerk is in possession of one additional Senate  
Amendment.

THE CHAIR:

Thank you very much. The Chair would recognize  
Senator Crisco.

SENATOR CRISCO:

Madam President, I ask that we Pass Temporarily on  
this bill.

THE CHAIR:

Thank you very much.

THE CLERK:

Calendar 178, File No. 189, Substitute for Senate  
Bill No. 247, AN ACT REVISING CERTAIN MOTOR VEHICLE  
LAWS, as amended by Senate Amendment Schedules "A",  
"B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L",

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"M", and "N" and House Amendment Schedule "A".

Favorable Report of the Committee on Judiciary.

THE CHAIR:

Thank you very much, Senator. I would recognize  
Senator Meotti.

SENATOR MEOTTI:

Thank you, Madam President. I move passage of the  
bill in accordance with the House.

THE CHAIR:

Thank you very much, Senator.

SENATOR MEOTTI:

The House, which congenially adopted all the  
amendments which the Senate sought fit to also adopt,  
did feel it necessary to add House "A" to the bill  
which essentially makes it clear that repair shops that  
are acquiring salvaged motor vehicles may use parts  
from those vehicles for their own repair work on the  
premises.

THE CHAIR:

Thank you very much. Would anybody else wish to  
remark on Senate Calendar 178? Are there any further  
remarks? Any further remarks on Senate Calendar 178?  
If not, Senator Meotti.

SENATOR MEOTTI:

I'd ask this be placed on the Consent Calendar.

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THE CHAIR:

Is there any objection to placing Senate Calendar No. 178, Substitute for Senate Bill 247, as amended, on the Consent Calendar? Is there any objection? Hearing none, so ordered.

THE CLERK:

Calendar Page 24, Calendar No. 246, Files 118 and 400, Substitute for House Bill 5496, AN ACT CONCERNING AUDITS OF PUBLIC SERVICE COMPANIES, as amended by House Amendment Schedule "A" and Senate Amendment Schedule "A"?

Favorable Report of the Committee on Energy and Public Utilities?

The House rejected Senate Amendment Schedule "A".

THE CHAIR:

Thank you very much. Is Senator Peters here? Is Senator Peters anywhere to be seen? Here she comes. Thank you. Thank you very much, Senator Przybysz. Senator Peters.

SENATOR PETERS:

Thank you, Madam President. Excuse me for not being here when you called the bill.

THE CHAIR:

Thank you.

SENATOR PETERS:

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HB5551. Calendar Page 8, Calendar No. 428, Substitute  
HB5694. Calendar Page 9, Calendar No. 434, Substitute  
HB5719. Calendar Page 10, Calendar No. 439, Substitute  
HB5497, Calendar No. 443, Substitute HB5722, Calendar  
No. 444, Substitute HB5267.

Calendar Page 11, Calendar No. 445, Substitute  
HB5758, Calendar No. 446, Substitute HB5485. Calendar  
Page 12, Calendar No. 450, Substitute HB5832. Calendar  
Page 20, Calendar No. 298, Substitute HB5411. Calendar  
Page 22, Calendar No. 390, Substitute HB5835, Calendar  
No. 178, Substitute SB247.

Calendar Page 24, Calendar No. 314, Substitute  
SB283, Calendar No. 343, Substitute SB49, Calendar No.  
352, Substitute SB290.

Madam President, that completes the First Consent  
Calendar.

THE CHAIR:

Thank you very much, Mr. Clerk. You've heard the  
items that have been placed on Consent Calendar No. 1.  
The machine is on. You may record your vote.

While you're voting, I will tell you that on  
Calendar No. 246, Substitute HB5496, that was just the  
Public Utilities Bill, Conference Committee for that is  
Senator Peters, Senator Daily and Senator Fleming.  
That's Peters, Daily and Fleming on Calendar No. 246,

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Substitute HB5496. It's Substitute HB5496.

THE Have all Senators voted and are your votes properly recorded? Have all Senators voted and are your votes properly recorded? The machine is closed.

THE The result of the vote:

36 Yea

0 Nay

0 Absent

The Consent Calendar No. 1 is adopted.

SENATOR DiBella.

SENATOR DIBELLA:

Thank you, Madam President. I would call on Page 19, Calendar No. 225, Substitute HB5202.

THE CHAIR:

Thank you very much, Senator.

THE CLERK:

Calendar Page 19, Calendar No. 225, Files No. 16 and 285. Substitute HB5202, AN ACT CONCERNING THE ADMINISTRATIVE CONSOLIDATION OF CERTAIN FUNDS OF THE DEPARTMENT OF HOUSING. As amended by House Amendment Schedule "A". Favorable Report of the Committee on Appropriations. Committee recommends with House "A" which was LC05839. When the bill was last before us, LC05839 which was designated Senate Amendment Schedule "B". At that time the matter was Passed Retaining its

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Representative Gavin, the membership -- we enjoyed getting to know you and working with you and hope you will be happy to join us up here for a bill, sir.

ACTING SPEAKER REP. GAVIN: (133rd)

It's been a real honor for me to serve in this Chamber and it has been a real honor for me to be part of the process to help make Connecticut a better place to live and work. It has also been a great reward for me to make so many new friends from both sides of the aisle. I really hope I have the opportunity to work for you and with you next year and I want to thank you very much for this opportunity.

Thank you.

APPLAUSE

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call Calendar 496?

CLERK:

Calendar 496, page 8. Calendar 496, bottom of the page, Substitute for Senate Bill 247, AN ACT REVISING CERTAIN MOTOR VEHICLE LAWS, as amended by Senate Amendment - good luck, Mr. Speaker, "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M" and "N". Favorable report of the Committee on Judiciary.

ACTING SPEAKER REP. GAVIN: (133rd)

My good friend and colleague from Fairfield,

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Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker and it is a pleasure to have a colleague from Fairfield on the dais today.

Mr. Speaker, I move the acceptance of the Joint Committee's Favorable Report and passage of the bill in concurrence with the Senate.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is on passage and acceptance. Will you remark?

REP. COCCO: (127th)

Yes. Thank you, Mr. Speaker. The Clerk has an amendment, LCO2926. Will the Clerk please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 2926?

CLERK:

LCO2926, Senate "A".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. Senate "A" is a technical amendment which provides for effective dates for various sections of the bill and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

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The motion is for adoption. Will you remark? Will you remark further? If not, we will try your minds. All those in favor, say aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

All those opposed. The ayes have it. The amendment is adopted.

Will you remark?

REP. COCCO: (127th)

Mr. Speaker, yes. The Clerk has an amendment, LCO2485. Will the Clerk please call it and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

The Clerk has LCO Number 2485. Will the Clerk please read?

CLERK:

LCO2485, House - excuse me, Senate "B".

REP. COCCO: (127th)

Mr. Speaker. Mr. Speaker, Senate "B" deletes the late fee on registration renewals for camp trailers and boat trailers, which are used on a seasonable basis and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark?

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Representative Rell. Hi, pal.

REP. REL: (107th)

Thank you. Mr. Speaker, through you, a question to Representative Cocco, please.

Representative Cocco, is there a fiscal note on this?

REP. COCCO: (127th)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. There is no fiscal impact.

REP. REL: (107th)

Mr. Speaker, through you to Representative Cocco. Could you tell me on registrations for boat trailers or camp trailers or any others, are they on a two-year registration or on an annual registration or a seasonal registration? Through you, Mr. Speaker.

REP. COCCO: (127th)

Through you, Mr. Speaker, they are on two-year registrations.

REP. REL: (107th)

Through you, Mr. Speaker. I was sure that would be your answer and Mr. Speaker and members of the

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assembly, I would move to reject this amendment. We had a camp trailer, we had a boat trailer. It is like any other motor vehicle registration. When you register, it comes in the mail. If you fail to register, it is just like registering your automobiles and you have to pay the late fee and it's not like it is a surprise.

If you own the equipment it maybe seasonal, but you still have to store it, you still have to register it and I think it really makes proper sense that you pay the penalty just like an automobile or any other vehicle and for that, I would urge rejection of this amendment.

Thank you, Mr. Speaker.

REP. COCCO: (127th)

Mr. Speaker, through you as an explanation to the chamber. We did have constituencies come to us with this problem and the problem was that we have allowed boats to be registered on a seasonable basis. People have boat trailers that they use only when they have those boats registered and for that reason, we felt that it was certainly logical to give them that same priority with their boat trailers.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark? Representative Gelsi.

REP. GELSI: (58th)

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Mr. Speaker, I rise to support the amendment. It is exactly for what the House Chair of the Transportation Committee said. When I had a retired constituent say to me, "Fred, I don't mind you guys raising my fees, but I don't have to worry about when I register my boat, but since I didn't really pay particular attention to the trailer, now I have to pay a \$10.00 late fee. What do you want from us?"

I think it is time that we get rid of most of the fees that we have in the area where we harrass the citizens of this State. I think it is ludicrous that somebody has to pay \$10.00 to go into one of our motor vehicle departments to register their car. There are a whole lot of things I would like to see go, but this one here should definitely be off the books.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. Nice to see you in the Chair. I rise in support of the amendment. We passed legislation last year that put an added burden on our boaters with the safety course. This will provide a little bit of relief if somebody does pay their taxes a little bit late.

According to the information I have, the late fees

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for these registrations are approximately 8%. And there are currently 110,000 biennial camp trailer registrations on file. If we can provide a little bit of relief to the citizens of this state, I would support it and I urge the Chamber's support.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "B"? Representative Wollenberg.

REP. WOLLENBERG: (21st)

Yes, Mr. Speaker. Mr. Speaker, I am in sympathy with the boat trailers, as well. Then why don't we make the amendment to the boat trailer? Why do we make it for camping and any other recreational purpose? It seems to me that we have again taken a howitzer to do a job that maybe a BB gun would have done. It makes sense to me if the boat trailer has a boat on it and you register it all at the same time, it ought to be the same rules.

But this says, used exclusively for camping or any other recreational purpose. There is a whole world of them. It's the wrong thing to do. It is drawn wrong. It ought to be drawn just as Representative Gelsi suggested, for his constituent or whomever so the boat trailer is registered the same time as their boat under the same conditions. But this goes all the way so I

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can't think that we are helping out anybody here. We are helping out a lot of people and I think it is ridiculous when we start to do this kind of thing to satisfy the problem that Representative Gelsi and his constituent had. I agree with him. That is a problem. It should be taken care of. It shouldn't do it all for camping and other vehicles, though unless we are going to do away with all of the things as he suggested. And of course, maybe, if you want to bring an amendment out to do that, we could do that as well.

Through you, Mr. Speaker. I urge rejection of this because it goes so far. Let's do it right.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. Just to clarify. A boat trailer is a camp trailer and it is one registration. It is considered the same and for that reason, the legislation was written that way. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? The motion is for adoption of Senate Amendment "B". Representative Wollenberg.

REP. WOLLENBERG: (21st)

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Mr. Speaker, I just want to rise. It seems that Representative Cocco, my good friend, Representative Cocco and I always get into this, but I am not saying anything different than she is. Just say that if it is a boat trailer, and I realize that they carry the camper registration, but in the event that it is a boat trailer, used for boat use, then that is the charge of the fee.

All the rest of them are. Easy enough to do. I don't know who will do it in the Senate. Some guy up there threw it together and said this is what we want. Representative Gelsi doesn't want this. He told us what he wanted and what we needed and why this is here. It makes sense. This doesn't make sense. Let's knock it down, send it back up and let whomever drew it for Representative Meotti, do it right. We should reject this. They reject things from us. We do things down here all the time to save a bill. I haven't heard the Senate say once that they are going to save bill unless they put it on and send it down.

Then you know, about ten o'clock in the morning on Wednesday, they will adjourn sine die then send all the rest of the bills down. We won't even have any place to send them. It goes on every year and it will go on this year. I don't understand why we, this House, has

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to genuflect lowly to up there when we get the bill here.

It is a Republican amendment, I understand it. Forget it. It's alright. We know that goes on, but when they are your amendments, send them up there. Make them do it right. We ought to turn this one down.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Simmons.

REP. SIMMONS: (43rd)

Thank you, Mr. Speaker. Through you, a question to the proponent of the amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Go ahead, sir.

REP. SIMMONS: (43rd)

As I understand it, Mr. Speaker or through you, Mr. Speaker, this amendment would include boat trailers as well a trailer used exclusively for camping. So an owner of a boat trailer who fails to register in a timely fashion will be exempt from the \$10.00 late fee. Is that correct? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. Yes.

REP. SIMMONS: (43rd)

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It is a Republican amendment, I understand it. Forget it. It's alright. We know that goes on, but when they are your amendments, send them up there. Make them do it right. We ought to turn this one down.

ACTING SPEAKER REP. GAVIN: (133rd)

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. Yes.

REP. SIMMONS: (43rd)

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Well, now that I understand it, I kind of like this amendment because in my district lots of people have boat trailers. They use them a lot and I can tell you from my own personal experience and that of my friends and neighbors, there have been years when let's say you don't register your boat trailer on time. Maybe you have swapped your boat. Maybe it has been sitting out in the backyard and the registration lapses and then you go on down and you get it done. It seems to me that a lot of my constituents would benefit from this legislation. So, while I can't speak to the original intent, it seems to me for those of us who represent coastal districts, there maybe a certain benefit and I would just say that to illuminate the record.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Prelli.

REP. PRELLI: (63rd)

Mr. Speaker, through you, a question to Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Go ahead, sir.

REP. PRELLI: (63rd)

Representative Cocco, what is the -- when do these plates renew? Is it one time a year or is it throughout

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the year on a one time every two years or is it one specific month every two years or is it throughout the year? Through you, Mr. Speaker.

REP. COCCO: (127th)

Through you, Mr. Speaker. At the present time, the plates are renewed on one specific month. However, it would be for a six month period for each of the two years once this legislation is passed.

Through you, Mr. Speaker.

REP. PRELLI: (63rd)

I am sorry, Mr. Speaker. I didn't hear quite the last sentence there.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

What my last sentence was once this legislation was passed.

ACTING SPEAKER REP. GAVIN: (133rd)

Once this legislation was passed.

REP. PRELLI: (63rd)

So, through you, Mr. Speaker to Representative Cocco. Once this legislation is passed it will be for a six month period. But currently, it is the same month. All the boat registrations are the same both every two years. It seems to me that you know that it

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is going to be in March every two years. Or it is going to be in April every two years. It is not the same as your car that's on a revolving basis throughout. Every trailer in the state registers in the same month. It seems to me, fairly straight forward.

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. Car renewals are not -- the individual car renewal is the same every two years. Every other person may have a different month and that is different than the boat trailers. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Prelli.

REP. PRELLI: (63rd)

Thank you, Mr. Speaker. Through you to Representative Cocco. Let me make sure that I understood your response or that you understood my question. Do all the boat trailers in the State of Connecticut register at the same time or at the same month or are they on a flexible schedule similar to automobiles? Through you, Mr. Speaker.

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. My original answer was correct. The same month.

REP. PRELLI: (63rd)

Thank you, Representative Cocco. Mr. Speaker, what I think I am trying to bring out here is every single boat trailer in the State of Connecticut registers at the same time. Every single piece of camping equipment registers at the same time. It would seem to me that if we are having a problem on this, all it takes is a notice in the newspapers and the newspapers would say that your boat trailer is due and we are going to get them registered.

It is not like your autos that change. I think part of this is an obligation of the owner to make sure their vehicles are registered properly. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "B"? Will you remark further? If not, we will try your minds. All those in favor, say aye.

REPRESENTATIVES:

Aye.

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ACTING SPEAKER REP. GAVIN: (133rd)

All those opposed.

REPRESENTATIVES:

No.

ACTING SPEAKER REP. GAVIN: (133rd)

The ayes have it. Senate "B" is adopted.

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. The Clerk has an amendment, LCO3002. Will the Clerk please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 3002, Senate Amendment "D".

REP. COCCO: (127th)

Mr. Speaker, Senate Amendment "D" is a technical --

ACTING SPEAKER REP. GAVIN: (133rd)

Hold on, Representative Cocco. The Clerk has to yet call the amendment.

REP. COCCO: (127th)

Sorry, sir.

ACTING SPEAKER REP. GAVIN: (133rd)

Do you want "D", Representative Cocco as opposed to Amendment "C"?

REP. COCCO: (127th)

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Mr. Speaker, I apologize. Will the Clerk please call LCO2515?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 2515, Senate Amendment "C"?

CLERK:

LCO2515, Senate "C".

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark?

REP. COCCO: (127th)

Thank you, Mr. Speaker. Senate "C" is technical in nature and it corrects the file copy by putting back fines and penalties and other charges into the special transportation fund and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark?  
Representative Rell.

REP. REL: (107th)

Thank you, Mr. Speaker. Representative Cocco, I am sorry to do this. I just want a clarification on Public Act 93-397. One line 27 of this amendment in what we are actually changing as amended by Section 2 from last year. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

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REP. COCCO: (127th)

Through you, Mr. Speaker. It was felt that when we started doing some of the safety checks that we could pay for those from a different fund and we were told that that was incorrect and that we had to make this correction that is technical in order to have all of that money fed into the Special Transportation Fund.

REP. RELL: (107th)

Thank you, Representative Cocco. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? The motion is for adoption of Senate Amendment "C". Will you remark further? Representative Chase.

REP. CHASE: (120th)

Mr. Speaker, through you. A question to the proponent of the amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. CHASE: (120th)

Thank you, Mr. Speaker. Through you, my understanding of the amendment is that it eliminates the 50% surcharge on these three motor vehicle related fines and fees. The question is this. Will these fees and fines still remain in the Special Transportation

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Fund? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Do you care to respond, Representative Cocco?

REP. COCCO: (127th)

Yes. Through you, Mr. Speaker. They will.

REP. CHASE: (120th)

Through you, Mr. Speaker. Does the Chairman of the Transportation Committee know of the amount of money that we are talking about?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. I don't have that figure.

REP. CHASE: (120th)

Through you, Mr. Speaker. Is that information on the fiscal note?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, through you. I am told that it is a very small amount and it is not available at this time.

REP. CHASE: (120th)

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

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The motion is for adoption of Senate Amendment "C".  
Will you remark? Will you remark further? If not, we  
will try your minds. All those in favor, say aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

All those opposed, say nay. The ayes have it.  
Senate Amendment "C" is adopted.

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk now has LCO3002. Will the  
Clerk please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 3002, Senate  
Amendment "D"?

CLERK:

Excuse me. Senate "D" LCO3002.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you please summarize, Representative Cocco.

REP. COCCO: (127th)

Yes. Thank you, Mr. Speaker. This is to make a  
correction about which many of us heard from our  
constituents. A technical amendment to section 9  
pertaining to the defective equipment warning ticket  
program for which some of our people were charged the

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\$50.00 civil penalty and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark? Will you remark further? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I rise in support of this amendment. This particular amendment was proposed by several of our legislators on both sides of the aisle as well as the Department of Motor Vehicles. It does establish a permissive penalty which will allow DMV to have the discretion to impose this \$50.00 fine if the owner gets the repairs made in a reasonable amount of time.

I urge the Chamber's support.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "D"? If not, we will try your minds. Those in favor, please say aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate "D" is adopted.

Will you remark further on the bill?

Representative Cocco.

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REP. COCCO: (127th)

Mr. Speaker, the Clerk has LCO4091. Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 4091, Senate Amendment "E"?

CLERK:

LCO4091, Senate "E".

REP. COCCO: (127th)

Mr. Speaker, through you. This allows the Department to place the registration expiration sticker elsewhere on a motor vehicle. There is a very good reason for this. I have driven down the street and I have seen the right lower corner of a license plate cut off and this is happening because people are stealing those expiration stickers. It is permissive and allows the Commissioner to change the placement of that sticker and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The question is adoption. Will you remark? Will you remark further on Senate Amendment "E"? If not, we will try your minds. All those in favor, please say aye.

REPRESENTATIVES:

Aye.

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ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate Amendment "E" is adopted.

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. The Clerk has an amendment, LCO4122. Would he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO4122, Senate Amendment "F"?

CLERK:

LCO4122, Senate "F".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, this amendment is before us because there was further consideration by the Department and the commercial motor vehicle carriers and it was decided to keep the current allowable hours of service by the drivers in tact and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark further? Will you remark further on Senate Amendment "F"? Representative Winkler.

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REP. WINKLER: (41st)

Thank you, Mr. Speaker. One question, through you, to Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Proceed.

REP. WINKLER: (41st)

Thank you. Representative Cocco, will this keep us in line with the federal regulations?

REP. COCCO: (127th)

Mr. Speaker, through you. Yes, it will.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I urge the Chamber's support.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you. Will you remark further? Representative Simmons. Will you remark further on Senate Amendment "F"? If not, we will try your minds. All those in favor, say aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The amendment is adopted.

REP. COCCO: (127th)

Mr. Speaker?

ACTING SPEAKER REP. GAVIN: (133rd)

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Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk has an amendment, 4657. Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO4657, Senate Amendment "G"?

CLERK:

LCO4657, Senate "G".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through your, Mr. Speaker. This amendment is for a go-cart event. It is the only go-cart race of speed or skill open to the public and they will be saving \$2,400 in application fees through this amendment. I urge adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark?  
Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I rise in support of the amendment. It is a bipartisan amendment that came out of the Senate. It addresses the Department of Motor Vehicle's concern over safety. It has been reviewed

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and addressed and I urge the Chamber's support.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "G"?  
If not, we will try your minds. All those in favor,  
indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. Senate Amendment "G" is adopted.

REP. COCCO: (127th)

Mr. Speaker?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk has an amendment, 4813. I  
ask that he call and I be allowed to summarize.

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 4813, Senate  
Amendment "H"?

CLERK:

LCO4813, Senate Amendment "H".

REP. COCCO: (127th)

Mr. Speaker, Senate "H" corrects the file copy by  
maintaining the safety and inspection account within  
the Emissions Enterprise Fund and I move adoption.

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ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark further? Will you remark? If not, we will try your minds. Those in favor, say aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate Amendment "H" is adopted.

REP. COCCO: (127th)

Mr. Speaker?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. The Clerk has LCO4919. Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 4919, Senate Amendment "I"?

CLERK:

LCO4919, Senate "I".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. This would simply make it

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permissible for DMV to present certificates of title over the counter. At the present time, they must be mailed and even though our constituents are there, they cannot receive them in hand. I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I rise in support of the amendment. It will provide a savings to the State through not having to pay postage and it will provide an expedient service to the residents of Connecticut by being in a position to obtain their titles much more quickly.

I urge the Chamber's support.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "I"? Representative Chase? Will you remark further? If not, we will try your minds. All those in favor, indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate Amendment "I" is adopted.

REP. COCCO: (127th)

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Mr. Speaker?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk has an amendment, LCO5605.

Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 5605, Senate Amendment "J"?

CLERK:

LCO5610 - excuse me. LCO5605. Excuse me. LCO5605,  
Senate "J".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, Senate Amendment "J" addresses a collaborative effort by State agencies involved to clarify DMV enforcement of MICSAP authority and I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark further? Will you remark further on Senate -- Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. A question, through you to

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Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Proceed.

REP. WINKLER: (41st)

Yes. Representative Cocco, does this legislation, this amendment put us in compliance with federal regulation?

REP. COCCO: (127th)

Mr. Speaker, through you. It does.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I urge support.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "J"? Representative Belden.

REP. BELDEN: (113th)

Thank you, Mr. Speaker. I had a tax question. Could I get it in right now? Or can we wait until later?

ACTING SPEAKER REP. GAVIN: (133rd)

Give me five minutes.

REP. BELDEN: (113th)

Through you, Mr. Speaker to the lady. Does this amendment go back to the age 21 years old for school bus drivers? Is that Senate Amendment "L"?

ACTING SPEAKER REP. GAVIN: (133rd)

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Representative Cocco.

REP. BELDEN: (113th)

Excuse me. I believe, Mr. Speaker, I am on the wrong amendment. Sorry.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "J"? Will you remark further? If, not let us try your minds. All those in favor, indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate Amendment "J" is adopted.

REP. COCCO: (127th)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk has an amendment LCO5610. Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO5610, Senate Amendment "K"?

CLERK:

LCO5610, Senate "K".

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

This is a technical amendment which would omit provisions of this section and penalty provisions in the next section from applying to antique cars. I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark further? Will you remark on Senate Amendment "K"? If not, let's try your minds. Those in favor indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed. The ayes have it. Senate Amendment "K" is adopted.

REP. COCCO: (127th)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, the Clerk has an amendment, LCO5642. Will the Clerk please call and I be allowed to summarize?

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ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 5642, Senate Amendment "L"?

CLERK:

LCO5642, Senate "L".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. I believe this is the amendment that Representative Belden was referring to. And it provides for what is known as kids cabs type of transportation business to come under the statutory definition of carrier found in 14-212.

I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark?

Representative Wollenberg.

REP. WOLLENBERG: (21st)

A question, through you, to Representative Cocco. Representative Cocco, does this have anything to do with the bill we debated earlier? I haven't had time to look it up and find out about people having to be over 21 years of age before they could drive a school bus? Through you, Mr. Speaker.

REP. COCCO: (127th)

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Mr. Speaker, through you. No, it doesn't Representative Wollenberg. I heard that that was a concern on the other side of the aisle and made sure that I looked into it and found out that indeed it doesn't. It simply regulates those businesses that carry children to school in a privately rather than as a school bus.

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Wollenberg.

REP. WOLLENBERG: (21st)

Through you, Mr. Speaker a question to Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. WOLLENBERG: (21st)

Thank you, Mr. Speaker. Through you, Representative Cocco then what you are saying is it has to do with delivering children to school, but it is private carriage. Is that limited in any way to mental retardation or anything of that nature? I don't understand. We do have private carriers who contract with school systems to transport their children and I don't know. Is that what we are talking about?

ACTING SPEAKER REP. GAVIN: (133rd)

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Representative Cocco.

REP. COCCO: (127th)

Mr. Speaker, through you. It is my understanding that there are a lot of probably small mom and pop businesses that are springing up that are into the business of actually transporting children and it may be beyond school. It maybe that these transportation uses are for taking the children to a babysitter or taking them to the park. That sort of thing. It is not narrow. It is broader than that. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Wollenberg.

REP. WOLLENBERG: (21st)

Yes. Through you, Mr. Speaker to Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Proceed, Representative Wollenberg.

REP. WOLLENBERG: (21st)

Yes. Thank you. Representative Cocco, you are referring then to these private and we just saw, I think it was an article in one of the papers about that, that people are transporting them after school mainly to swimming lessons and to dance lessons or whatever there is and they wait and bring them home and

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that kind of thing.

It is your understanding that that is what this refers to? I haven't looked at 14-212, so I really don't know. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. Yes it does and it allows the Department also to regulate those carriers.

REP. WOLLENBERG: (21st)

Thank you, Representative Cocco. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Simmons.

REP. SIMMONS: (43rd)

Thank you, Mr. Speaker. Through you, a question to the proponent of the amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. SIMMONS: (43rd)

Thank you, Mr. Speaker. By way of background my daughter attends Norwich Free Academy. A parent gives her and other students from Stonington a ride to Norwich in the morning. But in the afternoon, she rides back with a student. She and several other

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students ride back with a student who is under 21 years of age. He charges them \$1.00 a trip. As I read the language, any person providing transportation for compensation exclusively to persons under the age of 21 years, would be, by virtue of this amendment, a carrier.

Am I correct on the basis of what I have described that this student who accepts \$1.00 a ride from other students would be a carrier under the language of this amendment? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. I would certainly say so. If there was payment exchanged for that ride.

REP. SIMMONS: (43rd)

Thank you, Madam. And then my next question would be given the fact that this student is a carrier under the provisions of this amendment, what requirements fall onto him as a consequence of being a carrier? For example, does he have to register with the State Department of Motor Vehicles? Does he have to obtain any special insurance for liability? What are the requirements of a carrier under this bill and under the State statutes? Through you, Mr. Speaker.

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker. It is my understanding that even under the present circumstance, your person would have been required to get a livery permit and what we are doing with this change is putting those people under the DMV and having the DMV regulate them. It is more a safety factor than anything else.

Through you, Mr. Speaker.

REP. SIMMONS: (43rd)

Thank you, Madam. I guess my concern is this. Well, let me ask a third question. Is there any other provision of law other than this amendment that is so structured that this student who gives other students rides in exchange for \$1.00, it is \$1.00 a ride for a trip of about forty-five minutes, is there any other provision of law that would require this student to register as a carrier or to get a livery license or to otherwise comply with the statutes? Or is this definition, alone, going to bring this to pass?

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

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Through you, Mr. Speaker. As I said before, that person at the present time probably should have a livery license. When you accept payment for that service, you put yourself in a different category than simply giving a friend or a school chum a ride to school. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Simmons.

REP. SIMMONS: (43rd)

Thank you, Madam Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Bob.

REP. SIMMONS: (43rd)

Mr. Speaker. It is hard to keep up. We have had so many speakers this morning. Thank you, Madam for your response. I don't know whether the situation I have described is one that pertains elsewhere in the state. I assume it is. I assume that there are other situations where students commuting do accept some form of remuneration for the wear and tear on their fellow student's car.

I expect I will vote against this amendment on this basis, although it seems to me that the greater part of the language is technical in nature and does not damage. But I am a little concerned about a law that

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is drafted in such a way that it seems to me that it extends beyond the primary population of people that it is designed to reach.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate Amendment "L"? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. I would like to ask a question to Representative Cocco, please.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. WINKLER: (41st)

Thank you. Representative Cocco, I would like to pick up where Representative Simmons left off. This particular amendment, would it affect a high school student that takes money from a number of their friends to defray the cost of gas to drive to high school? Would they fall under this legislation?

REP. COCCO: (127th)

Mr. Speaker, through you. From what I have heard from the Department, that is true. However, I hesitate to suggest that, but there are ways when you are talking about simply the upkeep or gas for a vehicle to get around that. The students could buy gas for the

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vehicle. They could pay for the gas at the pump. It is not -- but when you are accepting payment for a service, it puts you in a different category.

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Yes. Mr. Speaker, based on the discussion of the debate with Representative Simmons and Representative Cocco, and her response to me, I would the Chamber not to support this particular amendment. I don't really recall us having a hearing on this. We had a lot of hearings and they were, a lot of them, very technical.

I think this would serve to eliminate people driving to school and could actually put more of a burden and raise the cost of transportation with the school systems in having to put on more buses if we were to pass something like this.

Although I think it is well intended, I think it has a lot of thorns and I would urge the Chamber not to support it.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Cleary.

REP. CLEARY: (80th)

Thank you, Mr. Speaker. Through you, a question to

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Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question, sir.

REP. CLEARY: (80th)

Representative Cocco, would this now require additional licensing and insurance force say a high school coach who might be being paid on a hourly or salary basis and might be transporting members of his team to a practice?

REP. COCCO: (127th)

Mr. Speaker, through you. I don't believe, at the present time, high school coaches are paid by the students for that sort of transportation. So it would not affect them at all.

REP. CLEARY: (80th)

Through you, Mr. Speaker. If the coach were being paid by the board of education, would that be reimbursement?

REP. COCCO: (127th)

Mr. Speaker, through you. No. It is payment by the people who are using the transportation. Through you, sir.

REP. CLEARY: (80th)

Through you, Mr. Speaker. Would this fall into a member of the board, an employee of the Board of

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Education who received a payment for service for transporting say a special needs child out of district in a personal car?

REP. COCCO: (127th)

Through you, Mr. Speaker. I would expect that any person of that sort already is covered by the law as are, I might add, all the people that Amendment "K" is addressing. It is simply a question of changing them from a livery license to the purview of the Department of Motor Vehicles. We are not changing the law as to who or who not is covered and who or who not needs to have this licensing. We are simply changing the method in which it is done and we are doing that so that those vehicles maybe safety inspected.

Through you, sir.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cleary.

REP. CLEARY: (80th)

Through you, Mr. Speaker. Representative Cocco, we currently have, at least in our town, situations where a parent is reimbursed through the Board of Education for transporting a special needs child out of district to a special school. Would that parent now fall under new regulations and licensing because they are transporting, for a fee, a child to school which maybe

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their own child with special needs?

REP. COCCO: (127th)

Through you, Mr. Speaker. I am told by the Department that this would not affect that particular situation.

REP. CLEARY: (80th)

Thank you, Representative Cocco. Mr. Speaker, I rise in opposition to this amendment. I don't think that it is at all clear that this is not expanding and is going to run into some problem areas with transportation. In particular, a very small volume, many times one child that needs special services and I think that this would broaden the definition and it could have some liability impacts, insurance obligations as well as the potential vehicle safety that it is mean to cover.

Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption on Senate Amendment "L". Will you remark further on Senate "L"? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. For the second time, I would just like to remind the Chamber that if we do pass this anybody that car pools in the state and

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receives any kind of compensation for gas, will fall under this legislation, the way it is written.

I urge the Chamber to reject it.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further?

REP. COCCO: (127th)

Mr. Speaker, just to remind the Chamber. This is transporting school children and it is specific to under the age of 21 and under the age of 18 so anyone car pooling in the state who receives a remuneration for that car pooling would not be affected and also to remind the Chamber, we are not expanding the law. We are simply trying to put some safety factors into the vehicles that are transporting those young children and I would urge the Chamber to pass this amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. A question through you to Representative Cocco.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. WINKLER: (41st)

Yes. Representative Cocco, you did say that if anyone was car pooling to high school who received

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money for gas would be required to fall under this legislation. Am I not correct with that?

REP. COCCO: (127th)

Through you, Mr. Speaker. Yes.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. Maybe my comments seemed broader last time when I said anyone car pooling. I did mean anyone under 21 car pooling, going to school, would be required to adhere to this legislation. I would urge the Chamber to reject it. It might be laudable. We could come back next year and have a public hearing and address this issue, but without that, I don't think it would behoove the Chamber to pass it at this time.

Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Will you remark further on Senate Amendment "L"? If not, we will try your -- Representative Gyle.

REP. GYLE: (108th)

Thank you, Mr. Speaker. Just a question quickly to the proponent of the amendment. Representative Cocco --

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question, Representative Gyle.

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REP. GYLE: (108th)

Thank you. Through you, Mr. Speaker.

Representative Cocco, is there a fiscal note on this amendment? Is there a fiscal note on this amendment?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Through you, Mr. Speaker I am looking for it.

ACTING SPEAKER REP. GAVIN: (133rd)

Okay. The Chamber be at ease.

REP. COCCO: (127th)

Through you, Mr. Speaker. Potential cost - minimal revenue loss -- minimal workload reduction. Through you, sir.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Gyle.

REP. GYLE: (108th)

Thank you, Mr. Speaker. I would just like to say that that seems a little dubious to me. I would think there would be revenue loss. I don't trust that fiscal note, but it is just my opinion. I urge the Chamber to reject it.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on Senate "L"? Will you remark further? If not, let's try your minds. Those

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in favor, indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed.

REPRESENTATIVES:

No.

REP. LUBY: (82nd)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Yes.

REP. LUBY: (82nd)

I ask for a roll call vote.

ACTING SPEAKER REP. GAVIN: (133rd)

The question is on a roll call vote. All those in favor of a roll call vote, indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed, no.

REPRESENTATIVES:

No.

ACTING SPEAKER REP. GAVIN: (133rd)

The Chair has ordered a roll call.

CLERK:

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The House of Representatives --

ACTING SPEAKER REP. GAVIN: (133rd)

Will guests and staff please come to the bottom of the well? The machine shall be opened.

CLERK:

The House of Representatives is voting by roll.

Members, please report to the chamber. The House is voting by roll. Members to the chamber, please.

ACTING SPEAKER REP. GAVIN: (133rd)

Have all the members voted? Please check the roll board and make sure your vote is properly recorded. If all the members have voted, the machine shall be locked. Lock it.

Will the Clerk please take the tally? Will the Clerk announce that tally?

CLERK:

Senate Amendment "L" to Senate Bill 247	
Total Number Voting	146
Necessary for Adoption	74
Those voting Yea	76
Those voting Nay	70
Those absent and not Voting	5

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ACTING SPEAKER REP. GAVIN: (133rd)

Senate "L" is adopted. Will you remark further on the bill, as amended?

REP. COCCO: (127th)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. Mr. Speaker, the Clerk has an amendment, LCO5685. Will he please call and I be allowed to summarize?

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 5685, Senate Amendment "M"?

CLERK:

LCO5685, Senate "M".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Cocco.

REP. COCCO: (127th)

Thank you, Mr. Speaker. This is a very simple one that includes street sweepers under the definition of special mobile equipment. I move adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark? Will you remark further on Senate Amendment "M"? If not, we

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will try your minds. Those in favor, indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed.

REPRESENTATIVES:

No.

ACTING SPEAKER REP. GAVIN: (133rd)

The ayes have it. Senate Amendment "M" is adopted.  
Representative Roy, for what reason do you rise?

REP. ROY: (119th)

Mr. Speaker, the Clerk has an amendment, LCO4845. I ask that he call that and I be allowed to summarize.

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 4845, Senate Amendment "N"?

CLERK:

LCO4845, Senate "N".

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you, Mr. Speaker. Mr. Speaker what this amendment does is tighten the laws concerning the right of way at unguarded crosswalks in that we no longer

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would yield, but we would grant the right of way to a pedestrian who steps up to the crosswalk. This is a marked crosswalk and this basically, is done for safety reasons to save some lives.

I urge adoption.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption. Will you remark?

Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. A question, through you, to Representative Roy.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. WINKLER: (41st)

Yes, thank you. Representative Roy, could you be a little more specific with what you mean when a pedestrian steps to the curb? Are you referring just up to the curb or actually into the crosswalk?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. Stepping up to the crosswalk. This is a type of law that is in effect in a number of other states including Massachusetts all the way to California. You step up to a marked

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crosswalk, traffic stops, you are allowed to safely cross the street. Right now, our law reads that the motorist should yield when the pedestrian is in the crosswalk already which gives us a contest of who can get there first.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Yes. Thank you. Mr. Speaker, through you to Representative Roy. When you say step up the crosswalk are you stating that the person is still on the sidewalk through this legislation?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Yes. Through you, Mr. Speaker. The person will be at the curb. They do not have to step into the street. Merely get to the curb. If you have done this in other places, you will find that the motorists do stop and people safely cross the road.

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Yes. Thank you, Mr. Speaker. A question, through

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you to Representative Roy. How many states have this particular law in their statutes?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. I do not know the exact number.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. Through you to Representative Roy, I will take an approximate number.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. I don't want to hazard to guess, but I have been in four separate states where I have had this occur.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Yes. Through you, sir. Representative Roy, could you tell us which four states have this law? That you have been in.

ACTING SPEAKER REP. GAVIN: (133rd)

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Representative Roy.

REP. ROY: (119th)

The four states that I have been in where traffic was stopped for me were Massachusetts, Tennessee, Florida and California. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

Yes. Thank you, Mr. Speaker. Thank you, Representative Roy. I think it has some merit. I don't recall us having a hearing on this particular proposal. I support -- I might be supportive of the idea if I had some input, but at this point in time, I am not sure exactly where a person would be standing when they would be in violation and subject to penalty. Based on that, I would urge the Chamber to oppose the amendment.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Miller.

REP. MILLER: (122nd)

Thank you, Mr. Speaker. A question to the proponent.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

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REP. MILLER: (122nd)

Through you, Mr. Speaker to Representative Roy. Did you indicate how these crosswalks would be marked? Would there be any signs on either side of the street indicating that this is an area designated as a cross area and vehicles will have to stop?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. The signs would just simply replace the yield signs that are there now. The crosswalks would be marked in accordance with State regulation for such crosswalks.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Miller.

REP. MILLER: (122nd)

Through you. But there will be a sign on either side of the street indicating that it is a crosswalk? And it will be visible to the driver of the automobile?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. Yes, as we have the yield signs now, sir.

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REP. MILLER: (122nd)

Thank you, Representative Roy. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative Miller. Will you remark further? Representative Collins.

REP. COLLINS: (117th)

Thank you, Mr. Speaker. I rise in support of the amendment. To answer Representative Winkler's question of why it not have a public hearing, this matter was brought to the attention of Representative Roy and Amann, myself and Senator Smith. We had a woman killed in Milford who was attempting to cross the street. This happened after we could submit legislation by statute. So that is why it didn't have the hearing.

It was at that time that we realized that there were laws in other states that affectively dealt with this such as Massachusetts and California where I have driven. It worked very well for the pedestrians there. We thought it might do good things in this state, also.

So, I support the amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative Collins. Will you remark further? Representative Kyle.

REP. KYLE: (36th)

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Thank you, Mr. Speaker. It is nice to see you up there.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you.

REP. KYLE: (36th)

I lived in California for ten or twelve years where this law was in effect at this time.

ACTING SPEAKER REP. GAVIN: (133rd)

Excuse me, Representative Kyle. (GAVEL, GAVEL) It is getting very difficult to hear in the Chamber. If you can possibly bring your conversations outside, it would be helpful. Thank you.

Proceed, Representative Kyle.

REP. KYLE: (36th)

Thank you, Mr. Speaker. I lived in California for ten or twelve years where this law was in effect and it really worked quite well. Representative Winkler has expressed a question as to whether or not the person has to be in the street or just on the curb. And as a motorist who approached many crosswalks where a person was getting ready to enter the crosswalk to cross the street, it is fairly obvious. A person standing there just on the verge of going and looking in both directions and it is obvious that the person is about to enter the crosswalk and cross.

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I do think it would be a very positive step and I very strongly urge its adoption. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative Kyle. Will you remark further? Representative Sawyer.

REP. SAWYER: (55th)

Thank you, Mr. Speaker. A question, please to Representative Roy.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. SAWYER: (55th)

Thank you, Mr. Speaker. Through you. Representative Roy, does this require a change in signage is there a fiscal note attached to this?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. Yes. We have to change the word yield to word stop and there is no fiscal impact, according to the fiscal statement.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Sawyer.

REP. SAWYER: (55th)

Through you, Mr. Speaker. I guess I find that a

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little confusing because I have heard multiple complaints in my town whenever there is a minor signage change and I guess I would have to come back to you that that leaves us with a puzzlement.

ACTING SPEAKER REP. GAVIN: (133rd)

Would you care to respond Representative Roy?

REP. ROY: (119th)

Through you, Mr. Speaker. We are doing the crosswalks every year. Every town in the State, at least twice a year, have the crews out doing the crosswalks. So that part of the budget is taken care of. It might be another half hour, but it will be done with the regular staff within their normal working hours. There won't be any extra cost to that.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Sawyer.

REP. SAWYER: (55th)

Mr. Speaker, I guess I would also favor not passage of this. I understand the comments of the different Representatives where they have experienced a change in this law, but I believe a public hearing would be in order on this case and I would urge rejection.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. The motion is for

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adoption of Senate Amendment "N". Will you remark?

Representative Tercyak.

REP. TERCYAK: (26th)

Thank you, Mr. Speaker. During the summer I find myself in the Berkshires a great deal in Massachusetts, travelling to Tanglewood and Jacob's Pillow, etc. In Lee, Massachusetts and in Lenox, there is a great deal of vehicular traffic during the summer months. The pedestrians really don't -- wouldn't stand a chance were it not for a similar law.

Now if there is anything that this body, I say anything that this body can do to make things more comfortable for the pedestrian or safer for the pedestrian, we should do. I will support this amendment.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. Representative Munns.

REP. MUNNS: (9th)

Thank you, Mr. Speaker. A question through you to Representative Roy.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. MUNNS: (9th)

Thank you. Representative Roy, I apologize if I

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didn't hear this at the beginning of the debate, but it is my understanding and the reason I know this is because a friend of mine, back when we were 16 and the only question he got wrong was that he said that you only have to yield to pedestrians when they are in the crosswalks. And it was wrong because you have to yield to them at all times. Is that still the law? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker. The yield law is still in effect. However, it is not -- actually, it is largely ignored. This will make it much more definite, much more understandable to the driver that he or she is to stop when a pedestrian approaches or comes to the curb and stops at the crosswalk and is ready to cross.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Munns.

REP. MUNNS: (9th)

Thank you, Mr. Speaker. Mr. Speaker, I just had to rise and ask that question because I started to think -- I wondered if we even need this bill because if you have to yield to pedestrians at all times, I would

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imagine that that would also include when you are standing on the corner and you decide to walk across the street.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

The motion is for adoption of Senate Amendment "N". Will you remark further on Senate Amendment "N"? If not, we will try your minds. Those in favor -- I am sorry. Representative Jackson-Brooks.

REP. JACKSON-BROOKS: (95th)

I rise in support of this amendment. I think that the yield law that is on the books, is there, but it is virtually ignored. I don't think anyone stops for anyone in a crosswalk or on a corner.

I am in support of Representative Roy's amendment because I think it makes it clear to the drivers of what they have to do. The crosswalks are marked a little differently and the signage certainly would change.

Therefore, I urge my colleagues to support this amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. Will you remark further? Representative Metz.

REP. METZ: (101st)

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Mr. Speaker. Through you, please a question to Representative Jackson-Brooks.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. METZ: (101st)

Representative Jackson-Brooks, I am simply wondering why you think that if a yield law we have now that requires a motorist to yield to a pedestrian in the crosswalk, is not being enforced that it will be enforced anymore while that pedestrian is still standing on the sidewalk?

REP. JACKSON-BROOKS: (95th)

Through you, Mr. Speaker. In the states where I have been in where the law is enforced, the signage and the crosswalks are much different than they are here in Connecticut. It is very clear that they are supposed to stop or yield or whatever the terminology you want to use.

REP. METZ: (101st)

Through you then, Mr. Speaker. Are you saying that actually whatever change it is that we are making in the law here by changing the word from "yield" to "grant" and making sure that the right of way is granted to the pedestrians on the sidewalk, is not really what we are doing.

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What we are talking about is when the signs get changed, then the law might be enforced more stringently. Is that your point?

REP. JACKSON-BROOKS: 995TH)

Through you, Mr. Speaker. I understand from what I heard Representative Roy say is that the signage would be changes and I would assume that that would make it more apparent of what they are supposed to do.

Mr. Speaker, I simply think that if the basis of our problem is that the signage is not adequate, then changing the law to something as strict as this requires a motorist to notice people in places where they weren't noticed before, is not likely to make a difference.

Why don't we simply instruct the Commissioner to change the signage and instruct our law enforcement officers to be more stringent in their application of the law?

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you. Representative Belden.

REP. BELDEN: (113th)

Thank you, Mr. Speaker. Mr. Speaker, I realize that checking in the file 189, since there are no effective dates that that would go into effect on

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October 1st and all those particular sections of the file.

Through you to the gentleman bringing out the Amendment, Senate Amendment Schedule "N". Would he assume that this activity of this amendment would also be October 1, 1994? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. Yes, I do.

REP. BELDEN: (113th)

Thank you, Mr. Speaker. I rise in support of the amendment. And I can add another state's name to the states that have required this. I spent a number of years in Kansas back in the 1950's and it was the law back in Kansas at that time and I think we have to understand and I think the DOT can handle this. We keep talking about signs and whatnot. It is an education process, I believe rather than a signage on every single crosswalk in the State. It probably will have to be an effort on the part of DOT throughout the state to put up signage that indicates pedestrians have the right of way in all crosswalks.

So I think to just assume that there won't be any cost is probably a little naive also, but I think that

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kind of signage is not overly expensive and should be put up if in fact this amendment were to pass so that the general public would understand that their liability will be changing with the passage of this law.

In the area of yielding, there is a lot more discretion now on who was doing what to whom. But when you say you shall grant, it is very clear that if somebody standing at the curb pointing towards a crosswalk and they step out, it gets very clear where the liability rests in that case. So it is a major change, I think in the potential for lawsuits and whatnot that might occur.

But I still think it is a good amendment. I don't think it needs a lot of public hearings. It's kind of an up and down issue. Either we ought to protect the pedestrians or not.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. Representative Powers.

REP. POWERS: (151st)

Thank you. Mr. Speaker, I would just like to explain that we just did this in our town. I certainly hope we didn't do it illegally. I don't think we did. But for crosswalks that were in direct routes to our senior center and our town hall, we changed the signage

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from yield to stop. And that was preceded by a series of articles and public service announcements on our local radio station and in both our newspapers.

It has worked very, very well. Our actions in our town were precipitated by several very unfortunate accidents with elderly folks who were trying to get to the senior center and to town hall.

I would ask for legislative intent, through you, Mr. Speaker to Representative Roy. Is the state department going to allocate monies to help communities in terms of signage and repainting the street?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker. No, there is no state money for this. This will be done within budget within the communities. They are out there now. It is the end of the winter season. They are out repairing their crosswalks, repainting them. It can be done within budget. There is no fiscal impact, according to our analysis.

Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Powers.

REP. POWERS: (151st)

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Through you, Mr. Speaker again, to Representative Roy. I think it might be helpful if the State Department would be available in terms of changing signage and/or helping with some kind of public service announcements in terms of the change so that we don't see motorists caught unaware in terms of getting tickets because the law changed October 1st or July 1st and they didn't know.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker. This is why we didn't want or ask for an immediate change. It is to give us time to educate the public and I believe that once people become familiar and comfortable with the law, not only will the drivers stop as they approach these unguarded crosswalks, but pedestrians are more likely to walk up to them knowing that the motorists are going to stop and that they are going to be safer as opposed to jay-walking, as they do today.

Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Representative Winkler.

REP. WINKLER: (41st)

Thank you, Mr. Speaker. A question, through you,

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to Representative Roy.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. WINKLER: (41st)

Representative Roy, what is the Department of Transportation's position on this since there are crosswalks in some of the state highways? What has been their response to this proposal?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

We have heard no negative response, Madam. Through you, Mr. Speaker.

REP. WINKLER: (41st)

Mr. Speaker. I am sorry, Representative Roy. I didn't hear your response.

REP. ROY: (119th)

Through you, Mr. Speaker. We have not heard any negative comment at all. They do have the law in Middletown, I was told which includes state highway where you have to stop and there has been no problem at all.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Winkler.

REP. WINKLER: (41st)

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Thank you. Through you, Mr. Speaker. I feel that this is going to be an astronomical cost to the State if we implement this. We had a piece of legislation before us a few years ago where we were planning or hoping, I should say, to change the speed limit signs.

The State Department of Transportation came in and said it would be fiscally impossible because of the high cost of changing the signage. There are a lot more crosswalks in the state. Yes, some of them being on town property, city property and state property. We are talking about changing an awful lot of signs. I support the concept. I would prefer to come back next year. Have a public hearing and based on the input from the public hearing, from the towns, which I might say, is a mandate on the towns, if it is supportive, then go forward with this legislation. I believe it is well intentioned. It's laudable, but at this point in time, I don't think it is cost effective for us to go forward with it.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy, did you care to comment?

REP. ROY: (119th)

Yes. If I may. The lady has questioned the comment from DOT. A representative from the Department

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came to me just now while you were speaking and said that the Department of Transportation has no problem with this law nor does the State Traffic Commission.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative Roy. Representative Gyle.

REP. GYLE: (108th)

Mr. Speaker. A question, through you to the proponent of the amendment.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Gyle.

REP. GYLE: (108th)

A question through you to the proponent of the amendment, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame the question.

REP. GYLE: (108th)

Thank you. Representative Roy, what is the urgency about doing this bill now without a public hearing or without any public comment?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

A recent death in the center of Milford where a

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motorist ran down an 88 year old woman who was crossing the street. Unfortunately, she was not using the crosswalk. The driver wasn't at fault either. But it came to us, the delegation from Milford, as you notice the amendment is bi-partisan that this is something that we could do that may save some lives and that is the only reason we are pushing it. To save some lives.

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Gyle.

REP. GYLE: (108th)

Thank you, Mr. Speaker, I appreciate that, Representative Roy. I appreciate that answer. My only other question is, if it's being done already in certain parts of the state, is it necessary to have this law in place at this point in time.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. GYLE: (108th)

Thank you, Mr. Speaker. I appreciate that, Representative Roy, and I appreciate that answer. My only other question is, if it's being done already in certain parts of the state, is it necessary to have this law in place at this point in time? Through you, Mr. Speaker.

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you, Mr. Speaker. Through you, yes, I believe we should have a uniform law on this because if you drive in one town and have to stop and go into the next town and don't have to stop, just yield and you might be able to race a pedestrian into the middle of the road.

If we do uniformly across the state, I'm sure that drivers and pedestrians will be much more comfortable and much more knowledgeable to the law. Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Gyle.

REP. GYLE: (108th)

Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further? Will you remark further on Senate Amendment "N". Representative Simmons.

REP. SIMMONS: (43rd)

Thank you, Mr. Speaker. One or two more questions to the proponent, through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. SIMMONS: (43rd)

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It is my understanding, Mr. Speaker, that for state roads, the state traffic commission is the traffic authority, and for town roads, the board of police commissioners, or in certain circumstances, the board of selectmen would be the traffic authority.

As I read the provisions of this bill, it would apply to state roads and to town roads. Is that correct? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker, the answer is yes.

REP. SIMMONS: (43rd)

In that case, then, again, as I read the provisions of the amendment, the towns would be required to either replace or place these signs on every crosswalk where this language pertains, whether or not the board of police commissioners and whether or not the board of selectmen determine, in their own judgment, that that is necessary to the situation. Is that correct?

Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

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Thank you. Through you, Mr. Speaker, it is state law. I presume they would have to do that, Sir.

REP. SIMMONS: (43rd)

And it's also my understanding, Mr. Speaker, that the state will provide no funds for this purpose. This is a change in signage or in some cases, new signage that the towns would have to bear on their own without any monetary support from the state. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker, yes. We feel there will be no fiscal impact since this work is done on an annual basis with regular workforce and they can do this the same time they're doing the crosswalks and all they have to do is paint out yield and paint in stop.

REP. SIMMONS: (43rd)

Mr. Speaker, as a former member of the board of police commissioners, I'm familiar that on an annual basis, preexisting crosswalks are repainted and preexisting signs may from time to time be replaced, although that's not necessarily done on an annual basis.

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But what I am suggesting is that for any unmarked crosswalk which is mentioned in line 25, there may not be a preexisting sign, so new signage will be necessary. Is that not correct? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker, I would presume that would be correct, Sir. If they don't have signs, they should have them there now.

REP. SIMMONS: (43rd)

Well, I guess what I'm saying is that an unmarked crosswalk by definition is unmarked, and so if there's a crossing area, it will have to be signed and marked. I believe that this amendment, well intended though it may be, and I gather there was a terrible tragedy that occurred to a woman, who as I understand it, Mr. Speaker, was not even in the crosswalk at the time she was killed, and while I understand what a tragedy that may have been, it seems to me that the provisions of this amendment go far beyond what is necessary to correct the problem.

Our municipalities across the state have police commissions and have boards of selectmen that are

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designed specifically to insure that local circumstances are taken into consideration when implementation of ordinances like this are necessary.

I'm not sure that those of us up here in Hartford in our wisdom, can determine what's best for every nook and cranny of the state and I think it's wise to at least leave that to the local authorities. I think the fact that there's been no hearing on this amendment makes it dangerous for us to proceed forward without any input, as I can see it, from our local communities and I would not support it on that basis.

Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further?

REP. SERRA: (33rd)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Serra.

REP. SERRA: (33rd)

Through you, Mr. Speaker, I rise to support this amendment. As a person who deals with this activity every day, I can tell you that in most municipalities in the State of Connecticut, we all have what we call unsignalized crosswalks, which means there's not a traffic signal where you push a button so you can walk

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across the street.

Normally, the pattern, the crosswalk is painted across the roadway, denoting that in fact it is a crosswalk. Before and after coming in both directions, there's usually a sign, crosswalk ahead or pedestrian crossing.

What we have in Middletown, my town, we have a major university where students are walking all over the place, senior citizen centers, many churches, but quite frankly, the State of Connecticut and the municipality can't afford to signalize every crosswalk within a municipality.

So what we have done in Middletown, we have already, and I don't think it's in violation of state law, we already put up stop and in some major crosswalks that are unsignalized, we have some flashing lights to warn people that there is a crosswalk.

But the state law really says, to my understanding is, that as a pedestrian starts across the road, traffic only has to stop at that portion of the road that you're in, which means, as you start walking across, traffic going in the opposite direction can continue until you get on that side of the road.

We've had some very near misses and we've had some

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fatalities in Middletown, and that's why we have done that. So that's why I rise in support of this amendment. Thank you.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. Will you remark further? Representative Sawyer.

REP. SAWYER: (55th)

Thank you, Mr. Speaker, a question to Representative Roy.

ACTING SPEAKER REP. GAVIN: (133rd)

Please frame your question.

REP. SAWYER: (55th)

Through you, Mr. Speaker, Representative Roy, does this mean there will have to be a change, then, in the driver's ed training?

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Yes, through you, Mr. Speaker, probably.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Sawyer.

REP. SAWYER: (55th)

Through you, Mr. Speaker, does this mean then that the driver's ed training manuals will have to be reprinted?

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

If they were going to adhere to the law, through you, Mr. Speaker, yes, they will.

REP. SAWYER: (55th)

Thank you. Mr. Speaker, I guess I would add that to the list of great number of questions that come up even through a very small change in the law.

There is a difference in crosswalks, Mr. Speaker, between just two lines and the two lines that are filled in with diagonals. I think there are ways that local communities can make crosswalks safer than they are at this time. After the particularly difficult winter that we've had, many of the crosswalks are not obvious because the lines are no longer visible due to damage by sand and salt.

I think it was a very unfortunate incident and perhaps is something that Public Safety and Transportation can take up again and it should be done through the proper way and I would say next year, do it through the public hearing and bring it back. Thank you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative. Representative

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Metsopoulos.

REP. METSOPOULOS: (132nd)

Through you, Mr. Speaker, to the proponent. If I understood you correctly, to Representative Sawyer's questions, your answer was yes and yes. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker. Any time there's a change in the motor vehicle laws which happens every year, the book is reprinted. So the book is reprinted every year. It will just be part of that reprinting.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos.

REP. METSOPOULOS: (132nd)

Through you, Mr. Speaker, then the effective date of this law coincides in reprinting of the books? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker, I don't know the schedule of the reprinting, Sir.

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos.

REP. METSOPOULOS: (132nd)

Through you, Mr. Speaker, how about the second part of your question was the changes in the driver's ed courses. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Any change that we effect up here, through you, Mr. Speaker, affects that book. So there are changes about every year in the motor vehicle laws of this state so that book is updated continually. Through you, Mr. Speaker.

REP. METSOPOULOS: (132nd)

Then there is a fiscal note attached to this. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you, Mr. Speaker. Through you, the fiscal note we have is that there is no fiscal impact on the municipalities or the state.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos.

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REP. METSOPOULOS: (132nd)

Was that based on the fact that there would have to be this reprinting and changing, or was that prior to this knowledge? Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker, I don't know if they took the printing into account, Sir.

REP. METSOPOULOS: (132nd)

I didn't hear the answer, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Could you repeat that last answer, Representative Roy?

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker. I do not know if the printing was taken into account since that's a normal process every year.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos.

REP. METSOPOULOS: (132nd)

Then I would ask, I think that we need to know if there is a fiscal impact on the state. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

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Representative Roy.

REP. ROY: (119th)

Through you, Mr. Speaker, the fiscal impact statement that we have says, and I repeat, no fiscal impact.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos.

REP. METSOPOULOS: (132nd)

Looking at the fiscal impact, it says no fiscal impact on the requirement of drivers yielding to pedestrians. However, it makes no mention of reprinting and the changing of driver's ed courses. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

Thank you. Through you, Mr. Speaker. I said that I did not know if the printing was taken into account. Obviously, it has not been.

REP. METSOPOULOS: (132nd)

Then, through you, Mr. Speaker, I ask that we PT the bill until we get a definitive answer on that.

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ACTING SPEAKER REP. GAVIN: (133rd)

Representative Roy.

REP. ROY: (119th)

No, we are against PTing the bill. Mr. Speaker, would he restate the question, please.

ACTING SPEAKER REP. GAVIN: (133rd)

There's a motion to PT the bill.

REP. ROY: (119th)

Sir, we do not wish to PT the bill and we've just been informed by Motor Vehicle that the reprinting of the books will take place after October 1st so there will be no change made in those books by this law.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Metsopoulos. Would you like to withdraw your motion?

REP. METSOPOULOS: (132nd)

I withdraw the motion. Through you, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Thank you, Representative Metsopoulos. Will you remark further on Senate Amendment "N"? Will you remark further? If not, we'll try your minds. All those in favor indicate by saying aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

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Those opposed?

REPRESENTATIVES:

No.

ACTING SPEAKER REP. GAVIN: (133rd)

The ayes have it. Senate "N" is adopted. Will you remark further on the bill as amended?

REP. ESPOSITO: (116th)

Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Representative Esposito.

REP. ESPOSITO: (116th)

Mr. Speaker, the Clerk has in his possession LCO4519. Would he please call and I be allowed to summarize.

ACTING SPEAKER REP. GAVIN: (133rd)

Will the Clerk please call LCO Number 4519 designated House "A".

CLERK:

LCO4519, House "A" offered by Representative Cocco et al.

ACTING SPEAKER REP. GAVIN: (133rd)

Would you care to summarize, Representative Esposito?

REP. ESPOSITO: (116th)

Thank you, Mr. Speaker. Mr. Speaker, what this

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amendment does is, it makes some changes in the registration of new vehicles. They've taken out the word new, they put back in the word new, because sometimes a car is not registered for more than a year, and in that case it would be prohibiting the owner from getting it registered under the present way it's written. I would just give the motor vehicle commissioners the option of registering that vehicle, even though it is more than a year old and still brand new.

And further down in the amendment, we have some changes to the installation of parts of another vehicle. In line 1614 and down, it takes away the prohibition of dealers and repairers from using used parts from cars they have in their own possession and installing them in another car.

And the final portion of it, it would allow neighbors or individuals, if they wanted to use the parts from their own cars rather than just getting them from a junk yard. And I move adoption of the amendment, Mr. Speaker.

ACTING SPEAKER REP. GAVIN: (133rd)

Will you remark further on designated House Amendment "A". Will you remark further? If not, we'll try your minds. All those in favor indicate by saying

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aye.

REPRESENTATIVES:

Aye.

ACTING SPEAKER REP. GAVIN: (133rd)

Those opposed? The ayes have it. Designated House  
Amendment "A" is adopted.

Will you remark further on the bill as amended?  
Will you remark further? If not, will the staff and  
members and guests come down to the well of the House.  
The machine shall be opened.

CLERK:

The House of Representatives is voting by roll.  
Members please report to the Chamber. The House is  
voting by roll. Members to the Chamber, please.

SPEAKER RITTER:

Have all members voted? Please check the roll call  
machine to make sure your vote is properly cast. If  
all the members have voted, the machine will be locked.  
The Clerk please take the tally.

The Clerk please announce the tally.

CLERK:

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Senate Bill 247 as amended by Senate Amendments "A", "B", "C", "C", "E", "F", "G", "H", "I", "J", "K", "L", "M", and "N" and House "A".

Total number voting	147
Necessary for passage	74
Those voting yea	141
Those voting nay	6
Those absent and not voting	4

SPEAKER RITTER:

The bill as amended passes. If I can have everybody's attention for a moment. Let's do points of personal privilege first. Representative Mikutel.

REP. MIKUTEL: (45th)

Yes, thank you, Mr. Speaker. Mr. Speaker, for purposes of an introduction.

SPEAKER RITTER:

Please proceed, Sir.

REP. MIKUTEL: (45th)

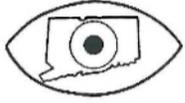
Mr. Speaker, today is my great honor and pride that I can introduce to this Assembly, 25 students from Moscow, who are studying in America for one month on a home stay program. They are here to study American culture and about American government, and at this time I would also like to introduce Joyce and Jennifer Sullivan who are the directors and coordinators of this

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**CONNECTICUT SOCIETY  
of EYE PHYSICIANS**

EXECUTIVE OFFICE: ONE REGENCY DRIVE, P.O. BOX 30, BLOOMFIELD, CONNECTICUT 06002 (203) 243-3977

Monday, February 28, 1994

To Senator Meotti, Representative Cocco, and members of the  
Transportation Committee:

RE: Senate Bill No. 247 (Raised) AN ACT CONCERNING REVISIONS TO  
THE MOTOR VEHICLE LAWS.

The Connecticut Society of Eye Physicians is an organization representing the ophthalmologists in the state. Ophthalmologists are medical doctors (M.D.s) who specialize in eye care and are trained and authorized to perform surgery. Ophthalmologists are a direct entry point into the health care system for many people with eye problems and blindness.

In reviewing Senate Bill 247, the CSEP suggests that on page 18, line 605, the words "ophthalmologist or" should be inserted before the word "optometrist". It appears that these words were inadvertently omitted, as physicians have heretofore been authorized to certify that a person is blind in the motor vehicle laws and are obviously well qualified to determine blindness. We believe that the language as stated in the bill could be construed that ophthalmologists may not certify blindness for the purposes of this act.

For more information, please contact the Connecticut Society of Eye Physicians at the above address, or our lobbyists, Sullivan & LeShane, Inc., phone: 560-0000.

Thank you very much.

▶ THE SECTION ON OPHTHALMOLOGY  
OF THE CONNECTICUT STATE MEDICAL SOCIETY

And there's no reason that that can't be more, can't be maintained and perhaps expanded when the pier is actually fully reconstructed. And there may be other areas. The pier is blessed, not only with good highway connections, but also the rail connections in central Vermont railroad, which again offers great opportunities.

Although, as you know, Canadian National is in the process of attempting to dispose of Central Vermont. That adds another uncertainty, not to whether or not the Port of New London can be developed, but how it should be developed, and how its intermodalism should be realized.

REP. MILLER: Thank you.

REP. COCCO: Any further questions? Thank you very much Commissioner, for your testimony.  
Commissioner Hadley. Good morning.

COMM. NANCY HADLEY: Good morning Representative Cocco, Representative Winkler and members of the Transportation Committee. Is this on? I assume it's on. Okay. I am Nancy Hadley, acting Commissioner of the Motor Vehicle Department, and I wish to thank you for this opportunity to testify on two proposals.

One is SB247, AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAW. And then I have some comments on HB5501, AN ACT REQUIRING THE DEPARTMENT OF TRANSPORTATION TO DEVELOP A PLAN TO CENTRALIZE, CONSOLIDATE AND STREAMLINE THE ISSUANCE OF DOCUMENTS NECESSARY TO OPERATE A COMMERCIAL MOTOR VEHICLE IN THIS STATE.

Regarding SB247, AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS, this measure has been submitted in order to facilitate the administrative operations of the department. Essentially, the proposal contains technical and other minor amendments to various existing program responsibilities outlined in Title 14 of the General Statutes.

Today, I'd like to highlight the major contents of SB247, and afterwards I'll be happy to respond to any questions you may have. First, in the area of highway safety, Section 1 clarifies the state's adoption of the federal Motor Carrier Safety Assistance Program, MCSAP.

Connecticut receives federal grants to assist our DMV inspectors in enforcement of these federal safety regulations pertaining to trucks and other commercial vehicles.

We have been advised by the federal authorities and our attorneys that the language incorporating the safety regulations needs to be broadened to include hazardous material carriers, and other new elements such as the CDL license requirements.

Sections 2 through 5 would enable passenger, motor vehicle safety inspections to be performed at the emission stations. By enabling DMV to retain a share of their current \$25 safety inspection fee. The emissions contractors now performing these inspections on a pilot basis at two stations.

We want very much to further the concept of one stop shopping by expanding to other stations. Senate 9 of the bill pertains to a 1991 mandate to collect a \$10 civil penalty from all motorists issued a warning ticket for defective equipment. As you may have heard from some of your constituents, I know I certainly have heard since I have taken this office, this is an unpopular mandate, because it does not distinguish between motorists who have repairs made, and those who do not.

The department's position is that liability for any civil penalty should exist only for motorists who fail to observe a warning ticket, by failing to have the necessary repairs made. The penalty may be higher for such violators, such as the \$50 proposed, but should be zero for motorists who comply.

This position is fully supported by the law enforcement officials that issue these warning tickets. Two more sections need brief comment. Under our administrative per se program to suspend

the licenses of drivers who fail, or refuse to submit to alcohol testing after an arrest for drunk driving, the department wishes to shorten, to shorten the processing time for such suspensions from 35 to 30 days, after arrest.

By doing so, the state may be able to qualify for the recent Section 4-10 federal grant program. Which in turn will continue to support the major share of this most critical highway safety program. The rights of motorists who request hearings will not be effective since they will continue to have up to 45 days to plead their cases, which is really shortening the DMV response time here.

Finally, in March of 1991, the National Highway Traffic Safety Administration published regulations intended to create a national uniform system for handicapped parking access and credentials. The purpose was to assure access and use of spaces by handicapped persons traveling among jurisdictions.

Our staff has found it necessary to substantially rewrite our Connecticut statute, Section 14-253A, to adopt the uniform system, as well as to make other changes to help us more efficiently administer the application and distribution process concerning these placards and plates.

One key change concerns frequency of renewals. We believe that a permanently handicapped person should not be required to file a renewal application with a fee of \$2 every two years. Instead, we are proposing that renewals be not more frequent than every five years to monitor the number of these credentials that are in use.

Now, turning to HB5501 regarding the one stop shopping for commercial motor vehicles. I just, there, my testimony is before you but from when I first took office in December, one of the first things I did was go back to the motor carrier advisory commission staff and say - please, we've been talking about this for two-and-a-half years.

I knew it when I was at the Department of Transportation that it's absolutely essential that we stop having motor carrier owners dealing with five state agencies. So that staff and the motor

carrier advisory council is on a fast course to implement by July 1 of this year, the one stop shopping. So we really feel that the bill as proposed is, is unnecessary, and the fact that we are proceeding down the line.

Should we need something to change some legislation as the staff comes back with their final recommendations to the advisory council, the bill may be able to help us in that regard. But I will tell you that I saw the frustration on the eyes of motor carrier owners when I was at the Department of Transportation and I see the same eyes at Motor Vehicles.

And it just makes no sense that the motor carrier owners have to deal with five state agencies in order to get their work done. So we will have the staff and the Commissioner of Department of Transportation and I are in complete agreement that we're going to have something that's going to be operational by July 1, or there as closely as possible.

That concludes my formal remarks, and then I'm here to answer any question you have.

REP. COCCO: Thank you Commissioner, Representative Winkler.

REP. WINKLER: Yes, thank you madam chairman. Good morning Commissioner --

(Gap in cassette switching 1a to 1b)

-- inspections at two facilities. Where are the facilities?

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COMM. NANCY HADLEY: I have with me John Yacovone who's a director of legal services (inaudible) at Beacon Falls and Danbury.

JOHN YACOVONE: No, Darien.

COMM. NANCY HADLEY: Darien.

JOHN YACOVONE: Right.

COMM. NANCY HADLEY: Darien and Beacon Falls.

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JOHN YACOVONE: Right, that's about, we're doing about 17,000 per year volume in those two stations right now.

REP. WINKLER: And how many emission centers are there in the state?

COMM. NANCY HADLEY: Right now, there are nineteen. There will be more.

REP. WINKLER: Right.

COMM. NANCY HADLEY: Soon.

REP. WINKLER: And you are looking to expand this safety testing program/

COMM. NANCY HADLEY: Yeah, I really think that's important. If, if we have a customer coming in, we should be able to try and do as much as we can while they're in emissions, and one of the things would be to do safety inspections.

Especially when we change the emission testing, it's going to take longer to do the test. And I'd really like to be able to move the direction to as much as possibly can be done while they're getting their emission test done.

REP. WINKLER: How many stations are you planning to expand this to, do you have any idea at this point?

COMM. NANCY HADLEY: No, I don't right now. That's, they're negotiating to come back with a number to do that. The federal requirements are very specific in terms of waiting time and where the stations have to be located, within six and twelve miles of where the populous lives.

So that's part of the negotiations. It will be more than nineteen, I just don't know the number yet.

REP. COCCO: Senator Nickerson.

SEN. NICKERSON: Thank you very much. Yes I want to ask a couple of more questions on exactly the same issue. The pilot program does not incorporate testing all the cars that go through all those two?

COMM. NANCY HADLEY: No, it doesn't. It takes the ones from out of state that have come in, or the ones that are ten years or older.

SEN. NICKERSON: Right, those are the existing requirements for passenger vehicles, those two classes. And how did we get to a position where we have the circumstance that only those people who role through those two stations are safety inspected on a regular basis, but nobody else is, how?

JOHN YACOVONE: No, the other vehicles that require safety inspections are done at the Motor Vehicle branch offices. We began safety inspections at these two emissions stations to help offload some of the lines that some of the nearby branches...

SEN. NICKERSON: Okay, so, all vehicles that are over ten years in Connecticut, that are registered in Connecticut require a safety inspection.

JOHN YACOVONE: No, not exactly Senator. It's only upon transfer of ownership that ten year old and older vehicles...

SEN. NICKERSON: Well, I'm trying to get a picture of the current program. A ten year old vehicle which is transferred requires an inspection.

JOHN YACOVONE: That's correct.

SEN. NICKERSON: Those are done at either those two emissions stations or at the DMV office?

JOHN YACOVONE: Right.

SEN. NICKERSON: And you're not suggesting a change in the criteria, but only a change in the location of where the safety inspection is performed?

JOHN YACOVONE: No, the purpose of these sections in this bill is to provide a funding mechanism, to have these safety inspections performed by the emissions contract, as was authorized by legislation last year.

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SEN. NICKERSON: I understand. Is that, do we have a currently adequate criteria? Is that adequate to safety inspect only ten year old vehicles which happen to be transferred?

COMM. NANCY HADLEY: My personal opinion is no. I think it's, it needs to be looked at, in terms of safety inspection. To take only cars that come in from out of state, or cars that are transferred ten years or older. We don't have anything before you now that changes that criteria for what are the safety inspections.

SEN. NICKERSON: The out of state is without regard to age, is that correct?

COMM. NANCY HADLEY: That's right.

SEN. NICKERSON: So, the two kinds of vehicles that are safety inspected are an out-of-state car without regard to age...

COMM. NANCY HADLEY: Right.

SEN. NICKERSON: And an in-state ten-year-old car which is transferred.

JOHN YACOVONE: That's correct.

COMM. NANCY HADLEY: That's right.

SEN. NICKERSON: It seems awfully hit or miss.

JOHN YACOVONE: It's only actually about 10 percent of your passenger vehicle population.

SEN. NICKERSON: I'm surprised it's even that much. But I mean it would seem like, but even a ten-year-old car, it might be twenty years old, but not transferred.

JOHN YACOVONE: That's correct sir.

SEN. NICKERSON: And it would not be picked up.

JOHN YACOVONE: That's correct.

COMM. NANCY HADLEY: Senator, from my perspective coming in at the DOT, we are spending significant amount of money to, to take away the barriers on the roads and the sides, you know, where the cliffs are coming out and the outcropping so that we're going to get safety. I was pretty amazed when I came to DMV that that's the criteria we underwrite now.

But right now before you, we don't have, we're not proposing changing the criteria at all...

SEN. NICKERSON: I understand.

COMM. NANCY HADLEY: But we're looking at it.

SEN. NICKERSON: Well, I would just observe it seems rather hodge-podgey, if I can create an adjective.

COMM. NANCY HADLEY: Well, to tell you my personal opinion, I think people will equate more to, are their tires bald, are their brakes weak, are their lights on, are their horn and are their, does their windshield work, more than they will to the level of the emissions coming out.

SEN. NICKERSON: Absolutely.

COMM. NANCY HADLEY: ...equate to a balding tire, more than this, this invisible something coming out of the tail pipe. So that's what made me look at it we would like to work cooperatively with you on a proper direction.

SEN. NICKERSON: Thanks very much.

REP. COCCO: Thank you Senator. Any further questions? Thank you very much Commissioner.

COMM. NANCY HADLEY: Thank you.

REP. COCCO: That concludes the public portion of our hearing. We will now go on to the general public, John Byrne, Richard Paukner.

RICHARD PAUKNER: Madam chairman, members of the committee, my name is Richard Paukner. I represent the legislative committee of the Connecticut

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But even if we didn't have uniform penalization on the part of the judges, I don't see that that should be fatal to this legislation. I thank you. I think it's a good bill, and I hope we can work over the objections that were raised by our first speaker today because the motorcyclists of this state certainly are behind this effort. And it's a good bill towards a problem that is, has been left unaddressed. Thank you.

REP. COCCO: Thank you sir. Are there any questions?  
Thank you Mr. Paukner.

RICHARD PAUKNER: Thank you.

REP. COCCO: Mike Riley.

MIKE RILEY: Thank you madam chairman, I'm Mike Riley, SB 247  
President of the Motor Transport Association of Connecticut. And I'd like to just comment quickly on two bills. The first is HB5501, that deals with consolidation and streamlining commercial motor vehicle regulatory activities in the state.

We have been working very closely with the agencies of the state government that oversee through the motor carrier advisory council, which this legislature created in 1992, and it is a project of that group to develop a one stop shopping program for the state.

That process is well underway. The suggestion for this bill was to, to wage the concerns of one department in that process. And that was the Department of Revenue Services that was concerned that if we were able to put together one stop shopping unit, the employees of a branch, of one agency might not be able to receive checks or issue permits for another agency without some sort of statutory authorization.

So we had suggested language similar to the following that might, might fill the bill here. It will allow representatives of certain agencies to distribute forms and other materials and receive funds for other agencies so as to improve the convenience and efficiency of state services to the commercial transportation industry.

Whether or not we're going to need that is still unclear, but we have requested the legislation and would like to have it move forward with that type language in it, in the event that we find that later on it's necessary.

The other bill is SB247. There's several components of this bill that affect the commercial transportation industry that we'd like to address. The first is in Section 1, where the state adopts the federal motor carrier safety regulations in a way that's more clear than is currently adopted.

In line 29, the word "may" is used to indicate that the Commissioner, the Commissioner "may" enforce the provisions of federal regulations. We think it ought not be permissive, but ought to be mandatory and that that word should be "shall."

The other point that I will note in line 34, we are extending the coverage of the Federal Motor Carrier Safety Regulations to vehicles 10,000 pounds or more. This exceeds the current requirements which allow in-state vehicles to be exempt from the requirements at up to 18,000 pounds.

At the 10,000 pounds, we'd be inconsistent, we'd be consistent with the federal motor carrier safety regs and we would support that, however, would note that current regulations extend to those of 18,000 pounds and would bow to the will of the legislature in this instance. And in all instances, as a matter of fact.

In section 2, we support the safety inspection of cars. There are stringent safety requirements that apply to trucks, and the horror stories that truck drivers come back from the road with about the condition of many of the cars that they operate with, would indicate to us that a regular safety inspection of passenger automobiles is a good idea, and the time has come for it to be implemented in this state.

On, in, on page 24 of the bill, in subsection G, there is in lines 815 through 821, the establishment of a fine for employers to fail to comply with the provisions of the law which require the drug testing of truck drivers.

Currently, there are federal rules that apply and federal fines that apply in the instance of truck drivers operating interstate, however, when we adopted this rule two years ago, we failed to insert a penalty into the law. This would establish a \$300 fine for a first offense, and a \$1,000 fine for subsequent offenses. We'll just note that federal fines are in excess of \$10,000 in many cases for this kind of a violation.

I would also note that in line 812 through 814, there is the exemption for municipal and state employees from the drug testing rules because of federal rules that passed this year. That exemption can no longer apply. And at some point in the future, state and municipal employees will be subject to the same drug testing requirements as those who operate the same trucks in the commercial area.

We have reservations about the section 13 changes in the hours of service. These, this change would make our requirements more stringent than federal law, and we think that, that the federal law serves a purpose and our rules should not be more difficult for Connecticut operators in a small state operating in interstate commerce, than they are from outside the state.

That completes my statement. I'm available for questions.

REP. COCCO: Representative Gelsi.

REP. GELSI: Mike, are you saying that your truckers are saying that in states that have a motor vehicle inspection mandatory, that those vehicles in those states are much safer than those in the State of Connecticut?

MIKE RILEY: No, not necessarily. But we think that those with obviously bald tires, and missing lamps, and other safety equipment, would be easier to identify and take out on a regular regime of safety inspections.

REP. GELSI: I've got a problem sticking our constituents with paying one more thing for one more mandate, and I drive throughout states that have had state inspection stations, never mind in gas stations, but they're own, for as many years as my lifetime, and I find those vehicles not to be in any better shape or if not sometimes I think in worse shape than the State of Connecticut. And I just that's one more mandate we're sticking and I'm going to oppose that part of the bill.

REP. COCCO: Any further questions? Representative Depino.

REP. DEPINO: Thank you madam chairman. Mr. Riley, with respect to section 13, and, could you elaborate for me, not on part subsection A, which I think is pretty self-explanatory, but the difference between section A and B, which calls for not being on duty more than fifteen as opposed to the current law, sixteen hours, in the aggregate, in a twenty-four hour period.

MIKE RILEY: I have John Mcleod, who is a retired state trooper and our Director of Safety, who is here with me today who can respond to that question.

REP. DEPINO: Okay, then my question, Mr. Mcleod, would be directed to you and that is, what is the difference in this one hour reporting, or this one hour requirement from 16 to 15 hours. It doesn't seem to be significant.

JOHN MCLEOD: Yes, well, the federal regulations, that Connecticut adopted have a 15 hour rule. And Connecticut's under 274, has had that 16th hour which was a little bit confusing to me for many years and never was really put into any kind of test because most police officers here in Connecticut, don't get involve with in-state operations as far as hours of service. So there would be no, you would be in compliance if you went to 15 as opposed to the 16th hour, with the federal regulations which we adopted.

REP. DEPINO: Just one follow up question with respect to subsection A, by reducing the hours that can be continuous on duty from 12 to 10, what does that do to the impact, how does that impact on people that you represent.

Does that mean that potent...let me ask you a question, if there's a driver on the road now, and he has 12 hours and one minute on duty, and he's thirty miles from bringing the load home, or getting the truck back to where it started, or where he's supposed to go, what happens?

JOHN MCLEOD: Well, technically speaking, under Connecticut present law, if he's on duty 12 hours, consecutive hours, he cannot continue to operate that vehicle. He would have to stop, in the general sense, wherever he is, and then be driven back. If you adopt the federal rule, you're going to 10 here, the federal is 12 hours, you're going back to 10 here.

REP. DEPINO: How is that handled in the industry though?

JOHN MCLEOD: Pardon?

REP. DEPINO: How is that handled in the industry?

JOHN MCLEOD: Well, you probably wouldn't get oil for your furnace. You wouldn't get groceries delivered.

REP. DEPINO: No, no, I understand that part. But how is it handled within companies that you represent per se. Let's say that I have a company and there's a driver on the road, and I know that he's, he's in Springfield, and he's got to be in New Haven by 5:00, and it's 4:00, what do I do as a company to, to handle that...

JOHN MCLEOD: One of our companies, First National Stores, sends out a relief driver to pick that driver up and bring him in. So, it's a very costly operation, and companies do plan on it when they dispatch and retrieve trucks, they try to plan so they can get back within these regulation of hours.

MIKE RILEY: It's a big exposure if there is an accident and you're in violation of those hours of service, the, you know, the exposure's significant. So, sure there are people that'll stretch it and figure well, I got ten minutes to get back, but there are many companies that say, uh uh, we don't mess with this one.

So they try to schedule in a little extra buffer there to, to accommodate an accident or congestion on the highway. And I don't think we have a major problem with hours of service in Connecticut. And we just think that this might be going a little too far to drop from 12 to 10.

JOHN MCLEOD: It's two hours shorter than the federal government allows. They allow a 12 hour day continuous without any recordkeeping other than, than your time cards, and the man comes on at 7 a.m., he has to be off duty by 7 p.m. So they do, they allow the 12 hours.

MIKE RILEY: One other point is that we're talking about, in language here is, he's been continuously on duty, if you've got a guy in a construction job, who drives a truck to the job, operates a truck there for ten hours, which is not impossible, in some of these construction jobs, he'd be disqualified from driving that truck back to where he got it. So, you know, we think 12 hours does the job and we don't need to, we need to go to 10.

REP. DEPINO: Thank you very much.

REP. COCCO: Thank you, anybody else? Thank you Mike. Joyce Wojtas.

JOYCE WOJTAS: Good morning madam chairman, members of the Transportation Committee, my name is Joyce Wojtas, Director of Government of Affairs for Connecticut Industries Association, and I would like to make a comment on SB247, only on the last section 13, which is the driver hours of service.

I'd like to go on record in opposition to this provision. I think there is one problem though, and that's the consistency in law with what the federal law says.

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The federal law does identify on duty time, off duty time, drive time. One thing, and I do represent the construction industry, and this, by reducing to 10 hours on duty, during the summer months, of course, is when most of the projects are on going, and there is a lot of overtime involved in construction.

So, if you reduce the hours of service, remember the hours of service in Connecticut law, apply only to intrastate carriers. The interstate carriers have to comply with the federal hours of service. And I believe the federal law also has a 100 air mile exemption anyway.

Our law, I don't think it's in our law. But, on a construction project, from the time that driver leaves the plant, or the quarry to the time he returns, it probably is within the 12 hours, because they do work overtime in the summer months, which is probably the only time. Especially after this hard winter, we haven't gotten too much done.

The other comment I'd like to make is on the HB5501. I believe Mr. Riley stated to you that this is something that's taking place with the motor carrier task force. We're hoping to see some type of one stop shopping in the very near future.

I don't know under whose department it's going to fall, but we think that will take place in the future. We might need some more follow up with regulations that we want to be involved in, and we hope that we're going to see one stop shopping for commercial vehicles.

I know that I've discussed it with the various agencies and with this committee way back when John Vlasco, God rest his soul, was still a part of motor transport association, so little by little they are working toward that goal and I think we're going to see something happening.

If not, I think Mike and I will both be back in the 1995 session asking that it's mandated it. If you have any questions, I'd be glad to answer them.

REP. COCCO: Representative Winkler.

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REP. WINKLER: Yes, thank you. Good morning Joyce. On SB247, when you mentioned under section 13, do you, if this was to pass, do you see that this would increase the cost of the construction jobs?

JOYCE WOJTAS: Absolutely, absolutely, because you're just not going to be able to get, you're not going to be able to function in the timeframe that we have. So that you're going to have to be worried about your drivers being out and back.

Oftentimes, you have to remember, in construction, the driver is not driving all that time. So, when he's on duty, it's not like an interstate hauler that's continuously putting in road miles or road hours. A construction driver does a lot of sitting and waiting. You've seen the trucks lined up.

So that, the more, you know, they need, they just need the hours. I think that an increase, or decrease in the on-duty time is going to impact the industry.

REP. COCCO: Any further questions? Thank you Joyce. Is John Byrne here, if not, this public hearing is completed. Thank you.

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STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES  
60 STATE STREET WETHERSFIELD, CONNECTICUT 06161

NANCY L. HADLEY  
COMMISSIONER

**TESTIMONY OF  
COMMISSIONER NANCY L. HADLEY  
BEFORE THE  
TRANSPORTATION COMMITTEE  
FEBRUARY 28, 1994**

*Good morning Senator Meotti, Representative Cocco, and distinguished members of the Transportation Committee.*

*I am Nancy Hadley, acting Commissioner of the Motor Vehicle Department and I wish to thank you for this opportunity to testify on our proposal, Senate Bill 247, "An Act Concerning Revisions to the Motor Vehicle Laws."*

*This measure has been submitted in order to facilitate the administrative operations of the Department. Essentially, the proposal contains technical and other minor amendments to various existing program responsibilities*

*outlined in Title 14 of the General Statutes.*

*Today, I would like to highlight the major contents of Senate Bill No. 247, and afterwards, will be happy to respond to any questions you may have.*

*First, in the area of highway safety, Section One clarifies the state's adoption of the Federal Motor Carrier Safety Assistance Program (MCSAP). Connecticut receives federal grants to assist our DMV inspectors in the enforcement of these federal safety regulations, pertaining to trucks and other commercial vehicles. We have been advised by the Federal authorities and our attorneys that the language incorporating the safety regulations needs to be broadened, to include hazardous materials carriers and*

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*other new elements, such as CDL license requirements.*

*Sections Two through Five would enable passenger motor vehicle safety inspections to be performed at the emissions stations, by enabling DMV to retain a share of the current \$25.00 dollar safety inspection fee. The emissions contractor is now performing these inspections on a pilot basis at two stations. We want very much to further the concept of one-stop shopping by expanding to other stations. To do this, however, we need a source of funding that is separate from the emissions testing fee. We would also like to discuss further with you the existing requirements for passenger vehicle inspections, which are*

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*somewhat outdated since we do not have a periodic program in our state, nor focus on the vehicle populations that most need inspections.*

*Section Nine of the bill pertains to a 1991 mandate to collect a \$10.00 civil penalty from all motorists issued a warning ticket for defective equipment. As you may have heard from some of your constituents, this is an unpopular mandate because it does not distinguish between motorists who have repairs made and those who do not. The Department's position is that liability for any civil penalty should exist only for motorists who fail to observe a warning ticket by failing to have necessary repairs made. The penalty may be higher for such violators, such as the*

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*\$50.00 dollars proposed, but should be zero for motorists who comply. This position is fully supported by the law enforcement officials that issue these warning tickets.*

*Two more sections need brief comment. Under our Administrative Per Se program, to suspend the licenses of drivers who fail or refuse to submit to alcohol testing after an arrest for drunk driving, the Department wishes to shorten the processing time for such suspensions from thirty-five to thirty days after arrest.*

*By doing so, the state may be able to qualify for the recent Section 410 Federal grant program, which in turn will continue to support the major share of this most critical highway safety program. The rights of motorists who*

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*request hearings will not be affected, since they would continue to have up to forty-five days to plead their cases.*

*Finally, in March of 1991, the National Highway Traffic Safety Administration published regulations intended to create a national uniform system for handicapped parking access and credentials. The purpose was to assure access and use of spaces by handicapped persons travelling among jurisdictions. Our staff has found it necessary to substantially rewrite our Connecticut statute, Section 14-253a, to adopt the Uniform System, as well as to make other changes to help us to more efficiently administer the application and distribution process, concerning these*

*placards and plates. One key change concerns the frequency of renewals. We believe that a permanently handicapped person should not be required to file a renewal application, with a fee of two dollars, every two years.*

*Instead we are proposing that renewals be not more frequent than every five years, to monitor the number of these credentials that are in use.*

*My staff would be pleased to work with your Committee with respect to any technical questions or drafting changes requested, including some minor corrections that we have noted.*

*Thank you very much for your consideration.*