

PA12-132

HB5170

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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2012**

**VOL.55
PART 19
6188 – 6484**

smj/law/djp/gbr
HOUSE OF REPRESENTATIVES

601
May 4, 2012

Those voting Yea	141
Those voting Nay	0
Those absent and not voting	10

SPEAKER DONOVAN:

The Bill as amended is passed.

Will the Clerk please call Calendar 180.

THE CLERK:

On Page 5, Calendar 180, substitute for House Bill Number 5170, AN ACT STREAMLINING TRAFFIC SAFETY EVALUATIONS. Favorable report by the Committee on Transportation.

SPEAKER DONOVAN:

Distinguished Chair of the House of -- House Chair of Transportation, Representative Tony Guerrero, you have the floor, sir.

REP. GUERRERA (29th):

Thank you, Mr. Speaker. Mr. Speaker, I move acceptance of the Joint Committee's favorable report and passage of the Bill.

SPEAKER DONOVAN:

Question is on acceptance of the Joint Committee's favorable report and passage of the Bill. Will you remark?

REP. GUERRERA (29th):

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May 4, 2012

Mr. Speaker, the Clerk has an amendment, LCO 5063. Will the Clerk please call the amendment and I be allowed to summarize.

SPEAKER DONOVAN:

Will the Clerk please call LCO 5063, which will be designated House Amendment Schedule "A".

THE CLERK:

LCO 5063, House "A", offered by Representatives Guerrero and Scribner, et al.

SPEAKER DONOVAN:

Representative seeks leave of the chamber to summarize. Any objection? Hearing none, Representative Guerrero, you may proceed.

REP. GUERRERA (29th):

Thank you, Mr. Speaker. Mr. Speaker, last October the jobs Bill required us to apply lean practices to the state traffic commission. In doing that we created a new office of the state traffic administration which basically streamlines the process, makes it more effective and more -- better to our constituents when they have their applications in a more timely manner rather than waiting longer than 90 to 120 days without any response. Therefore, this is a very good Bill and I move for its adoption.

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May 4, 2012

SPEAKER DONOVAN:

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

Representative Scribner.

REP. SCRIBNER (107th):

Thank you, Mr. Speaker. I rise in strong support of the amendment before us as Chairman Guerrero pointed out, this replaces the traditional state traffic commission and really does help to implement reference to this newly created office of state traffic administration which was strongly supported and referenced in the jobs Bill. It clearly will go a long way to create efficiencies in the state government process as it relates to all applicants and oversight of the variety of things that currently handled by the state traffic commission. I urge adoption. Thank you.

SPEAKER DONOVAN:

Thank you, Representative.

Will you care to remark further on the amendment?
Care to remark further?

If not, let me try your minds. All those in favor of the amendment please signify by saying Aye.

REPRESENTATIVES:

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HOUSE OF REPRESENTATIVES

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May 4, 2012

Aye.

DEPUTY SPEAKER GODFREY:

All those opposed Nay.

The Ayes have it.

The amendment is adopted.

Will you remark further on the Bill as amended?

Will you remark further on the Bill as amended?

If not, staff and guests please come to the well of the House. Members take your seats. The machine will be open.

THE CLERK:

The House of Representatives is voting by roll call. Members to the chamber. The House is taking a roll call vote. Members to the chamber please.

SPEAKER DONOVAN:

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

Clerk, please announce the tally.

THE CLERK:

House Bill 5170, as amended by House "A".

Total number voting 140

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HOUSE OF REPRESENTATIVES

605
May 4, 2012

Necessary for adoption	71
Those voting Yea	137
Those voting Nay	3
Those absent and not voting	11

SPEAKER DONOVAN:

The Bill as amended is passed.

Representative Kokoruda.

REP. KOKORUDA (101st):

Mr. Speaker, I did vote in the affirmative.

SPEAKER DONOVAN:

The transcript will so note. Representative Kokoruda in the affirmative.

Representative Sharkey.

REP. SHARKEY (88th):

Thank you, Mr. Speaker. Mr. Speaker, I move that all items acted upon today requiring further action in the Senate be transmitted immediately to the Senate pursuant to House Rule 11-2F.

SPEAKER DONOVAN:

The motion is for immediate transmittal of all items acted on today that needs further action in the Senate. Is there any objection. Hearing none, the items are immediately transmitted according to the sections you referred to, 11-2F.

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**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
2012**

**VOL. 55
PART 14
4223 - 4505**

rgd/tmj/gdm/gbr
SENATE

268
May 9, 2012

SENATOR LOONEY:

Thank you, Madam President.

Madam President, calendar page 22, Calendar 508, House Bill 5365, move to place the item on the consent calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, calendar page 22, Calendar 510, House Bill 5170, move to place the item on the consent calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, if we might stand at ease for -- for just a moment because I wanted to check on the page number of those items previously listed as page 24.

If we might stand at ease.

THE CHAIR:

Please. The Senate will stand at ease.

(Chamber at ease.)

SENATOR LOONEY:

Madam President.

THE CHAIR:

Senator, yes, Senator.

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SENATE

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May 9, 2012

(HB 5283)

On page 3, Calendar 240, House Bill 3283; page 3, Calendar 299, House Bill 5437; page 5, Calendar 349, Senate Bill 374; page 6, Calendar 375, House Bill 5440; page 6, 362, House Bill 5011.

On page 7, Calendar 376, House Bill 5279; on page 7, 387, House Bill 5290; on page 8, 394, House Bill 5032; on page 8, 396, House Bill 5230.

Also on page 8, Calendar 398, House Bill 5241; on page 8, Calendar 393, House Bill 5307; on page 9, Calendar 403, House Bill 5087; on page 9, Calendar 406, House Bill 5276; on page 9, 407, House Bill 5484; on page 11, Calendar 424, House Bill 5495; on page 12, Calendar 435, House Bill 5232; on page 13, Calendar 5 -- excuse me Calendar 450, House Bill 5447; on page 14, Calendar 455, House Bill 3 -- I'm sorry -- House Bill 5353.

On page 14, Calendar 453, House Bill 5543; on page 14, Calendar 459, House Bill 5271; on page 15, Calendar 464, House Bill 5344; on page 15, Calendar 465, House Bill 5034; on page 16, Calendar 469, House Bill 5038; on page 17, Calendar 475, House Bill 5550; on page 17, Calendar 474, House Bill 5233; on page 17, Calendar 477, House Bill 5421.

Page 18, 480, House Bill 5258; on page 18, Calendar 479, House Bill 5500; page 18, Calendar 482, House Bill 5106; on page 18, Calendar 483, House Bill 5355; on page 19, Calendar 489, House Bill 5248; on page 19, Calendar 488, House Bill 5321; on page 20, Calendar 496, House Bill 5412.

On page 21, Calendar 504, House Bill 5319; page 21, Calendar 505, House Bill 5328; on page 22, Calendar 508, House Bill 5365; on page 22, Calendar 510, House Bill 5170; on page 23, Calendar 514, House Bill 5540; on page 23, Calendar 517, House Bill 5521.

Page 24, Calendar 521, House Bill 5343; page 24, Calendar 518, House Bill 5298; page 24, Calendar 523, House Bill 5504; page 29, Calendar 355, Senate Bill 418; on page 13, Calendar 444, 5037; and Calendar 507, House Bill 5467.

THE CHAIR:

Senator -- Senator Suzio.

SENATOR SUZIO:



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Bills placed on the Consent Calendar on May 9, 2012

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Bills from Senate Agenda Number 3 from the May 9th Senate Session that were placed on the Consent Calendar

HB5304
HB 5342

rgd/tmj/gdm/gbr
SENATE

319
May 9, 2012

Good evening, Madam President.

I just want to clarify. I thought I heard the Clerk call House Bill 5034? Is that on the consent calendar?

THE CHAIR:

Do you know what page that is, sir?

SENATOR SUZIO:

No I -- he was reading so fast, Madam, I couldn't get it.

THE CHAIR:

It's -- yes it's 53 -- I don't know.

SENATOR SUZIO:

5034.

THE CHAIR:

5034, yes sir.

SENATOR SUZIO:

I object to that being put on the consent calendar, Madam President.

THE CHAIR:

Okay, that will be removed.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Yes, just seeing that -- ask to remove that item from the consent calendar.

THE CHAIR:

So ordered.

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May 9, 2012

At this time we'll call a roll call vote on the consent calendar.

Mr. Clerk.

THE CLERK:

Immediate roll call has been ordered in the Senate.
Senators please return to the Chamber. Immediate roll call has been ordered in the Senate.

THE CHAIR:

Senator Coleman, we need your vote, sir.

Senator Kissel, Senator Kissel. Senator Kissel, will you vote on the consent calendar please?

All members have voted?

If all members have voted, the machine will be closed.

Mr. Clerk, will you call the amendment -- I meant the tally.

THE CLERK:

On today's consent calendar.

Total Number Voting	36
Necessary for Adoption	19
Those Voting Yea	36
Those Voting Nay	0
Those Absent and Not Voting	0

THE CHAIR:

The consent calendar has passed.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, I believe the Clerk is in possession of Senate Agenda Number 6 for today's session.

**JOINT
STANDING
COMMITTEE
HEARINGS**

**TRANSPORTATION
PART 1
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support it, but I think that more language needs to be ironed out. Thank you, Mr. Chairman.

REP. GUERRERA: Thank you, Senator Leone. Any other comments? Again it might be helpful, Ryan, do we have any testimony from the chief of police?

RYAN LYNCH: I don't know -- I don't know about today.

REP. GUERRERA: Okay. Maybe what their comments are on this and how --

RYAN LYNCH: Sure.

REP. GUERRERA: -- you know, how they could go about, you know, pursuing this type of law if it was passed. That might be helpful for the members here too.

RYAN LYNCH: Great. Thank you.

REP. GUERRERA: Thank you very much.

RYAN LYNCH: Thank you.

REP. GUERRERA: Commissioner Redeker from the Department of Transportation.

COMMISSIONER JAMES REDEKER: Good afternoon.

REP. GUERRERA: Good afternoon.

COMMISSIONER JAMES REDEKER: I appreciate the opportunity to be here and appreciate the committee's -- committee's willingness to hear bills on behalf of the Department of Transportation. I'm going to comment briefly on a few and spend a little bit more time on

HB 5163 HB 5165
HB 5170 SB 33

others that I think deserve some attention.

So first the more brief coverage, and that would be Bill 5163, revisions to Department of Transportation statutes. There are several, one deals with -- that was quick -- one deals with disposing of excess property. This would facilitate our capabilities to deal with excess property, both conforming properties and those that are non-conforming properties in a more expeditious fashion that I think will really affect our ability to do our job more efficiently. There's some changes in the dollar amounts for appraisals and a change in the process that would really speed up our ability to deal with property.

Number two, Section 2, deals with marine pilots capabilities to be in service and adds a feature that would inactivate a license that adds -- related to their ability, from a medical point of view, to perform the duties. This would be administrative action to inactivate a license until a person could provide some proof that they had, from a doctor, that they were able to respond and report back to duty.

Section 3 is about self-certifying vessels. Today that is a function done by the DOT. Rather than have that happen, this would simplify the process and, with a certificate of insurance, that would suffice for us in terms of the ability to certify the condition of a vessel for readiness.

Section 4 deals with permitting for companies that would like to use our property for filming. Today it's a little bit cumbersome to get through that process. And frankly often

we're faced with time urgency for this kind of an operation, and we'd like to facilitate this by simplifying the process.

Section 5 allows utility companies to get access to serve existing or new facilities that are Connecticut DOT properties, and it just simplifies that process as well.

Section 6 changes a regulation that deals with minimum clearance for bridges related specifically to the new Fairfield Metro Station.

Section 7 would eliminate the need for us to publish a master transportation plan every other year. In lieu of that, we would prepare the long-range transportation plan as provided in federal statute. And also have us publish our five-year capital plan on a regular basis, which we do and, you know, is up on our website on a regular basis.

I'd like to turn to 5165 next, and this deals with billboards. This is about trying to get billboards constructed within a time period. Today that's not -- there's no time limit on that and it could freeze property for those purposes. We're suggesting a six-month timeframe for actual construction from permitting. And it increases our fees for those which haven't been increased in quite some time, and really barely cover our administrative costs for the program.

Then let me turn with a little more substance to 5170, which relates to the State Traffic Commission. As you know, with the October Jobs Bill, we were required in that to have a contract with LEAN process to go through the

State Traffic Commission process. And I'm pleased to say that we're completed with that exercise. It was an exercise that was undertaken at first, as you can understand, with some reluctance perhaps, but with gusto at the end.

And what we've done is to recreate a process that I think will do two things. One really spur our ability to respond to developers and to developments and do it in a timely fashion. Today it's a 120-day requirement. We're averaging a little bit over 94 days on average. This process will commit us to 60 days at a maximum and perhaps better.

We've got a process that eliminates from today 81 steps in our process to get a traffic permit out down to 15. That's nothing short of a miracle. What we're asking for is some changes to the way this process works. And, frankly, the easiest one I think to recommend as part of this recommendation is eliminating the State Traffic Commission meetings and membership. That really places a 30-day time limit, artificially, in the process where three, now four commissioners have to meet once a month to make decisions. This would create the Office of State Traffic Administration within the DOT and they would just make determinations as permits come and that would help us.

It would also give them authority to actually issue those permits in that office. If there are issues with those, they can be appealed to me as the commissioner. It would require a pre-application meeting with folks issued -- interested in a permit. What that will mean is that we'll get complete applications coming in and really help the process in terms of

speeding it up. In the end, we have to just repeal the old statute to make this all happen and we're asking your consideration of this. It is a pro-business and pro-business improvement for the DOT and we're really thrilled about where we are in terms of that process.

And then finally, Bill 33, the Governor's Bill regarding project delivery. This is a bill that would enable the department to deploy and employ design-build and construction manager at risk techniques for projects. I quite frankly was surprised coming into Connecticut and into this position that this wasn't a tool in the DOT's toolbox because I've been used to it for so long in my career in transportation. And I think it's in a critical set of capabilities for us to have. They -- I believe they bring to us several factors that will transform the DOT, when necessary, in terms of our ability to deliver projects, cost savings, time savings, and improved quality and innovation in the way we do projects. Those are key elements in our ability to -- to respond.

And I would add that one of the elements that is particularly important is that within federal guidelines, particularly in programs of funding like the ARRA funding with stimulus and like our TIGER program applications, those federal programs which come as -- repeatedly but almost unexpectedly enable us to actually use design-build to deliver projects, or we have to have projects completed and ready to go.

I don't like being in a position where in this latest round, I was unable to actually have a construction project in the right ballpark

year, I don't know beyond that.

REP. GUERRERA: Senator Maynard, you have a few questions?

SENATOR MAYNARD: Thank you. Yes, Commissioner, I appreciate the interest in it. Obviously in the interest of full disclosure, my father is a fifth generation ship captain and former pilot, so I, you know, I can understand -- I tend to be more sympathetic to the pilots than the bureaucracy. But I understand where you're coming from on this. I'll be interested to hear also from the pilots, their viewpoint.

But it does -- it does strike me as, yeah, somewhat redundant as my colleague, my Co-Chair has indicated. There was another provision here that I wanted to explore, excuse me, in fact, if there are others who have questions, I do want to just take a quick look at the testimony.

REP. GUERRERA: Go ahead, Senator Maynard.

Representative Scribner.

REP. SCRIBNER: Thank you, Mr. Chairman. Thank you for your testimony and your patience, Commissioner. Just a commentary more than anything, I'm very pleased to see the what I would view as improved measures in regard to the State Traffic Commission. We've had discussions about it, and I know that it was certainly referenced in the Jobs Bill that was passed with flying colors back in October, but it didn't provide much of the detail as to how it would be impacted, how it would be put into effect. Your written testimony and your explanation of it are very helpful.

HB 5170

And I'm very hopeful we'll produce significant improvement for the permit applicants, which has been a fairly significant problem particularly in recent years with the chronic delays. And this seems to address all of that, and so I'm very supportive of the implementation and am anxious to see the positive results that it produces. That's all I have, but thank you.

COMMISSIONER JAMES REDEKER: Thank you.

REP. GUERRERA: Thank you, Representative Scribner.

Representative Larson.

REP. LARSON: Thank you, Mr. Chairman. Thank you, Commissioner, for your testimony. My questions frame a little bit around the Governor's Bill No. 33. My first question is where were you four years ago? I -- I find it just awfully ironic that -- that you're coming before us to ask for this permission. I think that it's -- it's long time overdue, frankly.

I -- I oversaw a \$35 million federally-funded program at Tweed New Haven Airport, and one thing that I think gets overlooked a little bit in our business and in larger projects is being -- living in Connecticut or working in the environment in Connecticut, weather clearly has a play in when you can build and design. Most of your work, I would suspect, has to do with road building and tar and plants closing.

I see this bill as an opportunity to be much more flexible with your design, and getting projects across the plate a little quicker, and putting more people back to work faster. I've



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Public Hearing – February 22, 2012
Transportation Committee

Testimony Submitted by Commissioner James P. Redeker
Department of Transportation

H.B. 5170 - AN ACT STREAMLINING TRAFFIC SAFETY EVALUATIONS.
(Department of Transportation proposal)

The Department of Transportation (ConnDOT) strongly supports H.B. 5170, AA Streamlining Traffic Safety Evaluations.

Section 10 of PA 11-1, (October Job's bill) required a consultant to apply LEAN practices and principles to the permitting and enforcement processes of several agencies, including ConnDOT, which business entities most frequently use. The practices of the State Traffic Commission (STC) have successfully gone through the LEAN process to achieve the intent of last year's act and the Department is pleased to propose legislation that will decrease the timeframe in which STC certificates and decisions are rendered pursuant to the LEAN review recommendations.

Background

In December 2010, the STC conducted a review of the 585 applications received and approved from January, 2007 to November, 2010. The applications consisted of several types of developments (retail, residential, industrial and schools), sizes (100,000 sq. /ft. to 7,000,000 sq. /ft.) and parking spaces (200 to 10000). The average number of days it took the STC to approve an application using the existing process was 94 days.

In January 2011, the STC implemented an "Administrative Decision" process whereby potential applicants may request that a decision be made as to the need for formal STC action where the development does not substantially affect state highways. The STC has reviewed and approved 47 applications with an average approval time of 60 days. In the past, these applications would have required a full review by the Department and as such the number of days for an approval would have been higher.

The actions that are currently leading to faster approval times are attributed to the follow process improvements implemented by STC staff administratively to improve the process for its users:

- Detailed drainage information is no longer being required for an entire site when only minor expansions of developments already constructed per a STC Certificate are being proposed. Instead, drainage information need only be provided relative to the minor expansion, itself.
- Developers are allowed to phase-in their projects; frequently resulting in lower bonding requirements and a quicker start to construction.
- The STC website has been greatly improved by providing one location where the public and engineering firms working with the STC can go, to quickly find needed information.
- The STC office implemented an "Administrative Decision" (AD) process whereby potential applicants may request that a decision be made as to the need for formal STC action regarding major traffic generators that do not have a significant impact on a state highway.

It is our hope that the proposed changes in H.B. 5170 to the STC and traffic evaluations will further reduce the timeframes in which applications are reviewed and decisions are rendered.

2011 State Traffic Commission (STC) LEAN Review

The Office of the State Traffic Commission recently participated in a LEAN process review looking for ways to further improve upon and reduce the number of days for an approval. The LEAN review revealed that there are numerous processes associated with obtaining an approval and identified the following areas which have caused delays in the approval process and need to be improved upon:

- Many applications are coming in insufficient
- Applicant not following MTG submission checklist and Department standards
- Applicant needs more guidance
- The order of review process causing duplication and rework by ConnDOT staff
- ConnDOT staff ending up solving applicants issues

The STC was able to reduce the number of process greatly and is currently working on implementing the new process.

Legislative changes recommended as a result of LEAN Review

In an effort to further expedite STC approval of regulatory items currently requiring formal STC action, the following are proposed changes in H.B. 5170:

- CGS 14-298 – Eliminates the State Traffic Commission (STC) concept and replaces it with the Office of the State Traffic Administration (OSTA).
- Throughout Section 14- Various -All duties and powers of the former commission would be transferred to the OSTA. Routine regulatory items that were formerly acted on by the STC at one of its regularly scheduled monthly meetings can now be acted on by the OSTA immediately upon completion of departmental review; instead of waiting until an STC meeting.
- CGS 14-311 - Provides the Office of the State Traffic Administration the authority to approve the issuance of certificates for major traffic generators that were formerly acted on by the STC at one of its regularly scheduled monthly meetings. Such approvals can now be acted on by the OSTA upon completion of departmental review. Removal of 120 day clock language to eliminate the conflict with 60 day clock imposed by Public Act 11-1 was inadvertently not shown in the raised bill but needs to be included (see attached).
- CGS 14-311(f) - For new developments, the OSTA will require a pre-application meeting with Department of Transportation (Department) staff, the property owners/developers, and their engineers in an effort to refine and abbreviate the information necessary for the certificate application review.
- CGS 14-311a – Repeal this statute. The new administrative decision process eliminates the need for this statute.

H.B. 5170 also includes the following changes:

CGS13b-292 and 13b-345 Removal of the State Traffic Commission. Existing statutory language allows Commissioner of Transportation to authorize the establishment of a private rail crossing but only after imposing specific requirements for the protection of persons using the crossing. Traffic control devices or traffic control measures are currently prescribed by the Commissioner of Transportation under the rail regulatory docket process and are integral in deciding if the crossing should be allowed. Requiring an additional approval of such devices or measures by the STC is therefore redundant.

Also, attached is substitute language for Sec. 36 of the bill proposed by the Department, but not reflected in H.B. 5170 as written.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for ConnDOT at (860) 594-3013 or pamela.sucato@ct.gov.

SUBSTITUTE LANGUAGE FOR SECTION 36 OF H.B. 5170

Sec. 36. Section 14-311 of the 2012 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2012*):

(a) No person, firm, corporation, state agency, or municipal agency or combination thereof shall build, expand, establish or operate any open air theater, shopping center or other development generating large volumes of traffic that substantially affect state highway traffic within this state, as determined by the [State Traffic Commission] Office of the State Traffic Administration, until such person, firm, corporation, or agency has procured from [the State Traffic Commission] said office a certificate that the operation thereof will not imperil the safety of the public, except that any development, including any development to be built in phases, without regard to when such phases are approved by the municipal planning and zoning agency or other responsible municipal agency, that contains a total of one hundred or fewer residential units shall not be required to obtain such certificate if such development is a residential-only development and is not part of a mixed-use development that contains office, retail or other such nonresidential uses, provided if any future development increases the total number of residential units to more than one hundred, and such total substantially affects state highway traffic within the state as determined by the [State Traffic Commission] Office of the State Traffic Administration, a certificate shall be procured from said[commission] office.

(b) Except as otherwise provided in this subsection, no local building official shall issue a building or foundation permit to any person, firm, corporation, state agency or municipal agency to build, expand, establish or operate such a development until the person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the former commission or the office, as the case may be. If

the [commission] office determines that any person, firm, corporation, or state or municipal agency has (1) started building, expanding, establishing or operating such a development without first obtaining a certificate from [the commission] said office, or (2) has failed to comply with the conditions of such a certificate, it shall order the person, firm, corporation or agency to (A) cease constructing, expanding, establishing or operating the development, or (B) comply with the conditions of the certificate within a reasonable period of time. If such person, firm, corporation or agency fails to (i) cease such work, or (ii) comply with an order of the [commission] office within such time as specified by the commission, the [commission] office may make an application to the superior court for the judicial district of Hartford or the judicial district where the development is located enjoining the construction, expansion, establishment or operation of such development.

Notwithstanding the provisions of this subsection, for single family home building lots within a subdivision of land, for which a certificate is required and which do not have a direct exit or entrance on, or directly abut or adjoin any state highway, no local building official shall issue a certificate of occupancy to any person, firm, corporation, state agency or municipal agency to occupy homes on such lots until the person, firm, corporation or agency provides to such official a copy of the certificate issued under this section by the [commission] office and such official confirms that the certificate conditions have been satisfied.

(c) [The State Traffic Commission Office of the State Traffic Administration shall issue its decision on an application for a certificate under subsection (a) of this section not later than one hundred twenty days after it is filed, except that, if the [commission] office needs additional information from the applicant, it shall notify the applicant in writing as to what information is required and (1) the [commission] office may toll the running of such one-hundred-twenty-day period by the number of days between and including the date such notice is received by the applicant and the date the additional information is received by the [commission] office, and (2) if the [commission] office receives the additional information during the last ten days of the one-hundred-twenty-day period and needs additional time to review and analyze such information, it may extend such period by not more than fifteen days. The [State Traffic Commission] Office of the State Traffic Administration may also, at its discretion, postpone action on any application submitted pursuant to this section [or section 14-311a] until such time as it is shown that an application has been approved by the municipal planning and zoning agency or other responsible municipal agency.] The [State Traffic Commission] Office of the State Traffic Administration, to the extent practicable, shall begin its review of an application prior to final approval of the proposed activity by the municipal planning and zoning agency or other responsible municipal agency.

(d) In determining the advisability of such certification, the [State Traffic Commission] Office of the State Traffic Administration shall include, in its consideration, highway safety, the width and character of the highways affected, the density of traffic thereon, the character of such traffic and the opinion and findings of the traffic

authority of the municipality wherein the development is located. The [State Traffic Commission] Office of the State Traffic Administration may require improvements to be made by the applicant to the extent that such improvements address impacts to highway safety created by the addition of the applicant's proposed development or activity. If the [State Traffic Commission] Office of the State Traffic Administration determines that such improvements, including traffic signals, pavement markings, channelization, pavement widening or other changes or traffic control devices, are required to handle traffic safely and efficiently, one hundred per cent of the cost thereof shall be borne by the person building, establishing or operating such open air theater, shopping center or other development generating large volumes of traffic, except that such cost shall not be borne by any municipal agency when the development consists entirely of municipal facilities. The Commissioner of Transportation may issue a permit to said person to construct or install the changes required by the [State Traffic Commission] Office of the State Traffic Administration.

(e) Any person aggrieved by any decision of the [State Traffic Commission] Office of the State Traffic Administration hereunder may appeal therefrom in accordance with the provisions of section 4-183, except venue for such appeal shall be in the judicial district in which it is proposed to operate such establishment. The provisions of this section except insofar as such provisions relate to expansion shall not apply to any open air theater, shopping center or other development generating large volumes of traffic in operation on July 1, 1967.

(f) Before submitting an application for a major traffic generator to the Office of the State Traffic Administrator, the individual or entity submitting such application for a new development shall attend a mandatory meeting with the Office of the State Traffic Administration and other staff from the Department of Transportation. At such meeting, such individual or entity shall present the applicant's proposed development to such department staff and receive feedback, including, but not limited to, information as to what needs to be submitted for an application to be considered complete.