

PA12-138

HB5467

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**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 2
284 - 565**

2012

work. I -- I just wanted to comment that I think DEEP is doing a great job in trying to move forward on a lot of the issues that the bill that we're referring to has -- has -- has raised. And, you know, appreciate your testimony on that.

And -- and I also want to give some credit, I think, you know, that hasn't been just since this administration but the prior administration's --

DEPUTY COMMISSIONER MACKY McCLEARY: Absolutely.

SENATOR LeBEAU: -- working in that direction. And you've really accelerated that process, so thank you for your work and keep it up.

DEPUTY COMMISSIONER MACKY McCLEARY: Thank you.

REP. BERGER: Thank you. Thank you for your testimony.

Representative Larson.

A VOICE: Keep it coming.

REP. LARSON: Good afternoon, Representative Berger and Senator LeBeau.

Thank you, very much, for the opportunity to come speak on behalf of Raised Bill 5467. I've submitted some written testimony, and I'm going to dispense with reading that, in the interest of time; I know you have a very busy calendar. So what I thought I would do is just update you on where we are with this particular matter and the genesis of this.

For the record, I'm Tim Larson; I represent the 11th Assembly District, the district of East Hartford and South Windsor. My full-time job

is I'm the Executive Director of the Tweed New Haven Airport Authority.

I've joined with Senator Carlo Leone in trying to put together an opportunity where we could create, hopefully create some job opportunities in and around Connecticut airports. Tweed is currently under a Part 150 noise abatement study at our airport, and we're probably three-quarters of the way through that particular study. And conversations with Senator Leone, he has a -- an opportunity to access the Bridgeport nonprofit Workplace, which actually helps veterans and other individuals find jobs. As we're exploring this Part 150 study at Tweed, we come to find out that the FAA will provide the noise-attenuating assistant windows and doors and insulation for people who fall within a noise contour in and around an airport.

So in doing some of our planning, we hired a -- an engineer, from Wyle Associates, who has drafted a paper which I've included along with you. And it speaks to the opportunity of the FAA and the Department of Energy and EPA pulling their resources together. Carlo Leone's got a letter, and it indicates that three years ago the American Reinvestment, our funds were established to create jobs here to Connecticut for veterans, particularly in the winterization effort.

What we would like to do with this amendment to this current bill is to send the message to the Department of Energy and the FAA that Connecticut does have a workforce that can do this work. So we would, in fact, create an environment in and around the airports, merge both of these FAA and Department of Energy programs, and then provide the -- for the workforce here in Connecticut to do this. And,

no pun intended, we would try to do this as a pilot.

We're trying to do this with specifically federal funding, no state funding at this particular time, and we -- we -- we have been in the process of trying to schedule, through Senator Blumenthal's Office, a meeting between the FAA and the Department of Energy to discuss this particular topic. I believe this legislation will help our argument with the FAA and the Department of Energy that Connecticut is ready to put this -- to marry these two programs and put them to work.

There are several airports throughout the State of Connecticut that have already done many of these noise attenuating systems. I know that Bradley Airport is currently underway with one of their -- their projects, but they're not necessarily doing the Energy Star improvements that we think would be important.

As we've walked through this opportunity, other ideas and suggestions have come up with energy efficient or efficiencies, including the potential for solar areas and even geothermal in -- in some of these targeted areas. So we're continuing to explore this opportunity with the FAA and the Department of Energy, and we think that we have a -- we have very good case to make with them. And -- and your support, I think, would be very helpful with us in -- in making a cause for Connecticut.

Thank you, very much.

REP. BERGER: Thank you, Representative, for taking the time to not only provide leadership on this bill with Senator Leone but also for your work on behalf of veterans that are currently influxing back and rotating back to the State

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mhr/gbr COMMERCE COMMITTEE

March 15, 2012
10:00 A.M.

of Connecticut. So the committee takes this bill seriously and we look forward to eventually moving it out of committee.

REP. LARSON: Thank you, very much.

REP. BERGER: I do not have any further questions of you. I will defer to the resident aviation expert on the committee, Senator Frantz.

SENATOR FRANTZ: Could I --

REP. BERGER: Senator --

SENATOR FRANTZ: -- defer?

A VOICE: Senator (inaudible).

REP. BERGER: Senator Frantz has no further question; then we're all set,

REP. LARSON: Thank you.

A VOICE: (Inaudible) three (inaudible).

REP. LARSON: Thank you, very much.

REP. BERGER: George Adair -- H.

GEORGE R. ADAIR: Good morning.

I'm George Adair, Director of Utilities for the Town of Wallingford. Thank you for this opportunity to present testimony regarding H.B. 5465.

The Town of Wallingford supports the intent of this bill to require a cost benefit analysis as part of the regulation's review process. Based on our experience, we believe that this requirement to assess the cost impact on the state's citizens, in our case on ratepayers, is

**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 3
566 – 849**

2012

SENATOR CARLO LEONE

Twenty-Seventh District

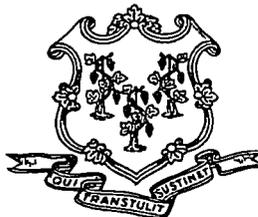
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State of Connecticut

SENATE

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General Law Committee

Member
Finance, Revenue & Bonding Committee
Transportation Committee

Commerce Committee Public Hearing
Thursday, March 15, 2012

Testimony of State Senator Carlo Leone in support of S.B. 283
AN ACT CREATING A WORKFORCE TO MAKE IMPROVEMENTS
AROUND CONNECTICUT'S PUBLIC AIRPORTS.

HB5467

Honorable Chairs and Ranking members, I am Sen. Leone and I want to thank you for raising this bill which if passed I believe will present CT with a new opportunity to combine Federal resources and funding in a new innovative way.

If passed, satisfying the need to make our surrounding airports safer and improving the quality of life for surrounding residents and businesses by upgrading noise reduction is an opportunity to take advantage of training that is already in existence.

Some of you may know and others may not, but the ARRA funding provided to CT three years ago helped establish a funding stream that not only provided to weatherize homes and business to reduce the carbon footprint and decrease our reliance on foreign industry, it more importantly provided training dollars for those out of work, including many veterans, the ability to learn a new skill in Weatherization techniques and find employment. These new skills and jobs are the same skills needed to provide the tools that will be needed to perform the noise reduction and insulation upgrades.

Combining both the FAA direction and funding, along with the ARRA DOE funding and current experience of our new skilled resources, I believe we, at the state level can make this combination of an existing trained workforce, along with the continued investment of this training and new industry, a synergetic combination of resources.

It would allow the combining federal resources in a novel way at the state level that I hope could be a new standard model of innovative thinking in CT.

Thank you for your consideration of this important piece of legislation.

Sincerely,

Senator Carlo Leone

③



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 TRANSPORTATION COMMITTEE

WRITTEN TESTIMONY OF
 STATE REPRESENTATIVE TIM LARSON, 11TH DISTRICT

*In support of Raised Bill 5467 - An Act Creating a Workforce to Make Improvements
 around Connecticut's Public Airports*

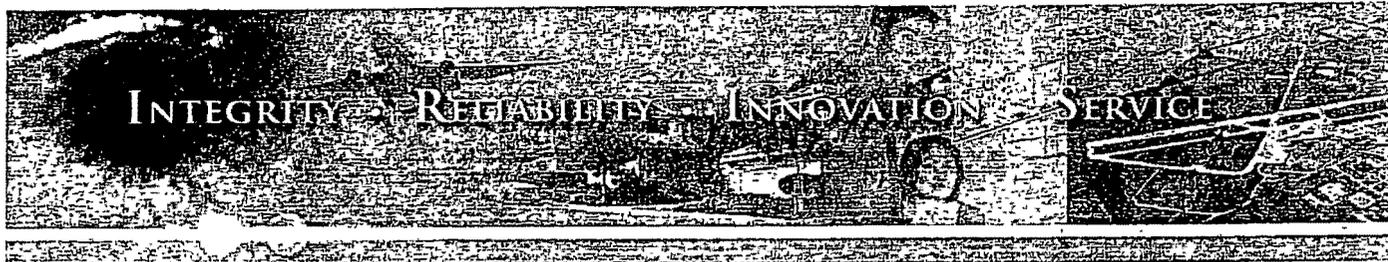
Senator LeBeau, State Representative Berger and members of the Commerce Committee, thank you for raising this bill for a public hearing and for the opportunity to submit written testimony in support of Raised Bill 5467, An Act Creating Workforce to Make Improvements around Connecticut's Public Airports.

The genesis of this bill is to accomplish many things. First of all make homes more quiet and energy efficient and the neighborhoods around our airports more livable as well as providing a job program for our veterans.

Jawad Rahim, Consultant from Wyle Laboratories wrote a very interesting letter that peaked my interest regarding this subject (see attached) and the idea is simple. The Federal Aviation Administration currently provides funding for noise abatement systems for certain airports that have conducted a Part 150 study to reduce the noise level at these identified properties. The Department of Energy also has funding available for home Energy Star efficiencies, but unlike the FAA there is no specific criteria for qualifications for the Energy Star program. The intent of this amended legislation is to coordinate both of these programs simultaneously (if we are going to put in new windows in someone's home we should also be updating their HVAC equipment as well).

We are currently in discussion with DEEP Commissioner Esty and Senator Blumenthal on trying to coordinate a pilot program with the FAA and DOE to incorporate these two programs. This new language will provide an incentive for the FAA and the DOE to work with the state to develop this program. By connecting these two programs and identifying the area around airports we gain tremendous value. This additional language relies on Federal Funding and encourages the DOE and the FAA to combine their programs into one effort.

As we are currently aware, the new home construction industry is flat and we have many training programs for our veterans. This program will provide the home remodeling industry a platform to make these installations. It would be our intention to require those companies that do this type of work to hire veterans. The retro fitting of these homes with American made products such as new energy efficiency HVAC will reduce the energy cost to the homeowner and create great opportunity for jobs and make the homes around the airports much more livable.



A Synergistic Green Approach to Conducting Federal Aviation Administration (FAA) and Department of Energy (DOE) Residential Retrofit Programs

Jawad Rachami

Wyle Laboratories, Arlington, VA 22202

Joanna Norris

Wyle Laboratories, Allentown, PA 18109

July 25, 2008

I. Introduction

The objective of this paper is to outline the merits of a synergistic "Green" approach combining the benefits of FAA Residential Sound Insulation Programs (RSIP) and the joint DOE/EPA Home Performance with Energy Star® initiative. The proposed approach can lead to a mutually certifiable *Green* end-state, which would (a) contribute to key national goals on environmental sustainability and energy efficiency, and (b) produce enhanced value on ongoing government investments.

There are natural synergies between noise mitigation and energy efficiency due to the common techniques and materials used to prevent noise penetrations and air leaks. Another common thread between the programs is the importance of public outreach and homeowner satisfaction to their successful implementation. On one hand, residential sound insulation programs have provided quality of life improvements for affected communities by improving indoor noise levels by a perceptible margin. On the other hand, Home Performance with Energy Star® has typically delivered home energy savings of 20-30% of total energy use and even savings of up to 40-50% "with some degree of regularity" (NREL, 2007). Furthermore, energy performance retrofits, including insulation, have a direct and matching impact on reducing residential GHG emissions, which account for about 17% of the total U.S. emissions by end-user (DOE, 2006).

Both RSIP and Home Performance with Energy Star® recommend employing similar insulation techniques and materials for house envelope retrofits, but more can be done to combine their respective benefits for a whole-house approach. As such, we believe that a synergistic *Green* approach would greatly enhance the efficacy and reach of the referenced FAA and DOE/EPA programs and deliver key improvements to the comfort, health, safety and economy of treated residences. For example:

- Improved indoor acoustics;
- Healthier indoor air quality;
- Reduced GHG emissions and carbon footprint;
- Safer Hazmat treatment and disposal;
- More household utility and cash flow savings; and



1.1 FAA Sound Insulation Programs:

Through its voluntary noise compatibility program, the Federal Aviation Administration (FAA) continues to provide vital guidance and material support to the sound insulation of residential communities and public buildings affected by aircraft noise exposure.

The FAA has funded a large number of Sound Insulation Programs through Airport Improvement Program (AIP) grants and Passenger Facility Charge (PFC) authorizations. In fact, FAA residential sound insulation programs across the country have received about \$1.9 Billion in AIP funds since 1982 and approximately \$1.1 Billion in PFC funds since 1992 for a combined investment of more than \$3 Billion.

The two primary goals of a sound insulation project are the mitigation of noise exposure—based on set criteria—and the promotion of better relations between the airport and its neighbors. Wyle has authored the federal guidelines for the implementation of airport sound insulation for residences located near airports and military air installations. Typical retrofit measures for these programs include the installation of acoustic windows and doors, wall and attic insulation, and HVAC system installation or modification.

1.2 DOE & EPA Home Performance Programs:

a. Home Performance with ENERGY STAR® is a joint national program by the Environmental Protection Agency (EPA) and the Department of Energy (DOE). The objective of this program is to offer a whole-house approach to improving the energy efficiency and the comfort of residences, while promoting the sustainability of the environment. The program is available in 22 states where it partners with local utilities to promote the evaluation and installation of residential energy retrofits such as high performance air conditioning and heating systems.

b. Building America is a DOE Energy Efficiency and Renewable Energy (EERE) initiative, which partners with private and public organizations to develop energy solutions for new and existing homes. The Building America project has been responsible for building approximately 40,730 homes leveraging the research knowledge and resources of industry partners and the technical capabilities of DOE staff. Building America is a valuable resource of information on emerging concepts and technology in residential energy performance.

1.3 Potential Energy & GHG Reduction Benefits

Data on residential energy expenditures from the Energy Information Administration (EIA) coupled with data from Home Performance with Energy Star® shows that an average energy savings rate ranging between 20% and 50% can result in average annual cash flow savings of about \$300 to \$750 per household. In addition, according to the DOE's 2007 Buildings Energy Data Book, the energy consumption of a single-family home is responsible for an average of 25,000 lbs of CO₂ emissions or 3.1 Metric Tons of Carbon Equivalent (MTCE) emissions annually (DOE, 2007). The residential sector is responsible for 17 percent of end-user GHG emissions in the US.

FAA Sound Insulation, on average, treats about 200 to 2,000 homes in a single program depending on the geographical scope of program eligibility. These programs when coupled with Home Performance at an average energy savings rate of 30 percent can result in notable reductions in both utility expenditures and Greenhouse gas emissions as shown in Table 1 below. These reductions can be more noteworthy for very large programs such as those in Chicago and Los Angeles where more than 22,000 homes have been treated under FAA-sponsored sound insulation programs.

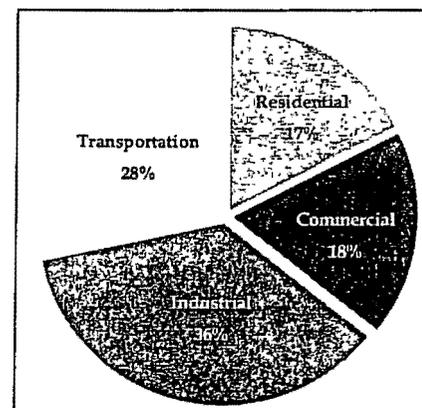


Figure 1. GHG Emission Contributions in the U.S. by End-User

Table 1. Average Cash Flow & GHG Reductions at 30 % Energy Savings under Home Performance

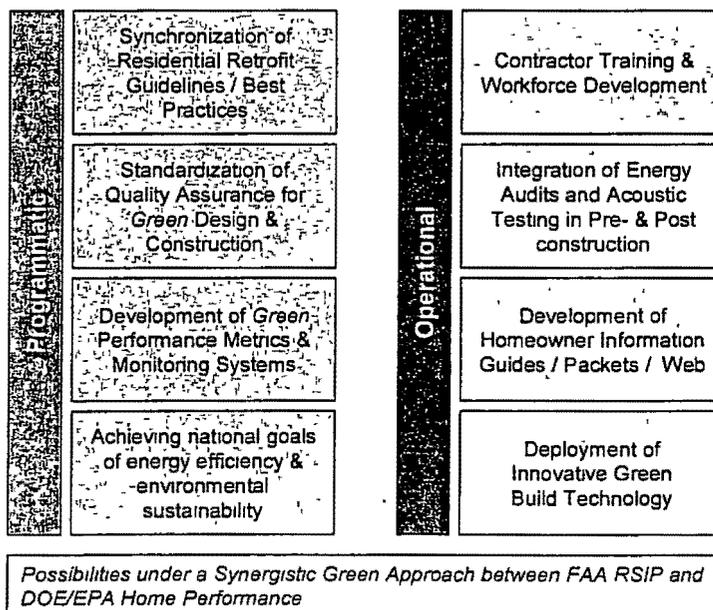
Sound Insulation Program Size	Avg. Number of Homes	Annual Community Cash Flow Savings	Annual Community Carbon Reduction (in MTCO ₂ e)	Annual Community CO ₂ Reduction (in MTCO ₂ e)
Large	2,000	\$895,800	1,860	15,000,000
Medium	750	\$335,925	698	5,625,000
Small	200	\$89,580	186	1,500,000

Source: Author's calculations based on data derived from DOE EIA, DOE EERE, and NREL

II. Preliminary Assessment of Synergies & Gaps

Wyle has conducted a preliminary evaluation of existing guidelines for Energy Performance under the Energy Star® initiative and the Home Efficiency Best Practices recommended by the DOE's *Building America* program. Furthermore, we reviewed the Re-Green Residential Remodeling Guidelines promulgated by US Green Building Council (USGBC). As stated earlier, Wyle has authored and recently updated the federal guidelines for the implementation of FAA-sponsored sound insulation programs.

This preliminary review reinforced by consultations with program staff at DOE and FAA, the Building Performance Institute (BPI), and *Building America* team members has produced the initial assessment that there is a high degree of complementarity among the programs at both operational and programmatic levels



At the operational level, we found that many of the practices recommended by the sound insulation program are also valued as energy performance practices – and vice versa. For instance, the energy efficiency ratings of acoustic windows and doors and the air-sealing techniques employed in the installation of insulation in livable spaces are considered by DOE to be highly desirable for energy efficiency

However, we also conducted an initial gap analysis that identified a few practices that would enhance the combined goal of improving the comfort, health, safety, and economy of the treated residences for both programs.

These gaps are due to the topical emphasis of the performance metrics used (noise transmission loss vs air leaks and utility usage). For example, FAA programs do not treat bathrooms when the indoor acoustic criteria could be met with retrofits to other parts of the residence, whereas an energy program recommends their treatment for potential air leaks. Also, energy efficiency programs recommend HVAC systems with a 15 SEER rating, while FAA programs limit such systems to 13 SEER.

At the programmatic level, we have found that both programs can benefit greatly from a common approach to Quality Assurance and Workforce Development. For example, we found that the lack of effective QA and contractor training procedures has the potential of downgrading the performance of HVAC systems due to faulty and/or incomplete installation procedures. Under such circumstances, the government would derive a lower return on its investment and the homeowner would not gain the energy performance advertised by the installed products.

A synergistic approach would also provide expanded reach to the referenced programs. FAA programs provide an opportunity for DOE/EPA programs to reach into a few segments of existing residential communities in order to promote best practice in energy performance. DOE/EPA programs, on the other hand, provide an opportunity for FAA to integrate its established indoor acoustics practices into energy programs. In addition, all agencies would receive the benefit of enhanced community relations and the ability to team up in a meaningful way on pursuing national goals on energy efficiency and environmental sustainability.

III. Conclusions & Recommendations

Our analysis and contacts with FAA and DOE program staff has produced a general assessment that a combined Green approach to FAA/DOE/EPA programs would be of great benefit to the agencies involved, the project sponsors, the homeowners, as well as industry. The proposed approach would, among other benefits,

- Enhance return on government investment;
- Improve community relations performance;
- Strengthen Quality Assurance practices;
- Streamline Green home remodeling guidelines and processes;
- Expand reach for Green training and workforce development efforts; and
- Supplement the government's efforts to deploy innovative energy efficient products and materials.

Therefore, we recommend that a planning effort be initiated to develop an action plan for the proposed Green approach. A first step would be a meeting of DOE, EPA, and FAA to be briefed on the operational and programmatic synergies outlined in this paper and to forge an initial understanding of *how* the proposed concept can be implemented.

Early steps that could be taken in a cost-effective and expeditious manner include the synchronization of program guidelines and joint participation in QA development. Immediate operational improvements can include integration of energy audits with acoustic testing and the dissemination of available energy performance information and best practices to homeowners undergoing sound insulation. As these and other elements are defined, we would recommend that pilot programs be developed to demonstrate the effectiveness of the proposed concept and refine the operational details of a final approach.

IV. References

U.S Department of Energy (DOE) 2007. The 2007 Buildings Energy Data Book. Energy Efficiency and Renewable Energy (EERE). Washington, DC. Available: <http://buildingsdatabook.eren.doe.gov/>

U.S. Department of Energy (DOE) 2006. Emissions of Greenhouse Gases Report. Report # DOE/EIA-0573(2006). Energy Information Administration (EIA); Washington, DC. Available: <http://www.eia.doe.gov/oiaf/1605/ggrpt/index.html>

National Renewable Energy Laboratory (NREL). 2007. Home Performance with ENERGY STAR. Utility Bill Analysis on Homes Participating in Austin Energy's Program. Available: <http://www.nrel.gov/docs/fy07osti/41903.pdf>

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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2012**

**VOL.55
PART 19
6188 – 6484**

smj/law/djp/gbr
HOUSE OF REPRESENTATIVES

589
May 4, 2012

voted? If so, the machine will be locked and the Clerk will take a tally.

And, the Clerk will announce the tally.

THE CLERK:

House Bill 5512.

Total number voting	140
Necessary for adoption	71
Those voting Yea	140
Those voting Nay	0
Those absent and not voting	11

DEPUTY SPEAKER GODFREY:

The Bill is passed.

Clerk please call Calendar 307.

THE CLERK:

On Page 37, Calendar 307, substitute for House Bill Number 5467, AN ACT CREATING A WORKFORCE TO MAKE IMPROVEMENTS AROUND CONNECTICUT'S PUBLIC AIRPORTS.

Favorable report by the Committee on the Environment.

DEPUTY SPEAKER GODFREY:

Representative Butler, for what purpose do you rise?

REP. BUTLER (72nd):

I wanted to be registered in affirmative.

DEPUTY SPEAKER GODFREY:

Transcript will so note.

Back to Calendar 307. The distinguished Chairman of the Commerce Committee, Representative Berger.

REP. BERGER (73rd):

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

DEPUTY SPEAKER GODFREY:

Question is on acceptance and passage. Will you explain the Bill, please sir?

REP. BERGER (73rd):

Yes, thank you, Mr. Speaker. The Bill before us is an employment Bill. It deals with veteran's employment and also quality of life issues that affect all communities around airports. With that, Mr. Speaker, the Clerk is in possession of Amendment 4765. I ask that he call it and I be allowed to summarize.

DEPUTY SPEAKER GODFREY:

Clerk is in possession of LCO Number 4765 which will be designated House Amendment Schedule "A". Will the Clerk please call?

THE CLERK:

LCO 4765, House "A", offered by Representatives Berger, Larson, D'Amelio, Noujaim, et al.

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HOUSE OF REPRESENTATIVES

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May 4, 2012

DEPUTY SPEAKER GODFREY:

Gentleman has asked to leave the chamber to summarize. Is there any objection? Hearing none, Representative Berger.

REP. BERGER (73rd):

Yes, thank you, Mr. Speaker. The amendment which will now be the Bill, will achieve the goals as stated previously of employment, hiring of veterans, hiring qualified individuals certified to do work for soundproofing around airports and it will be designated by federal guidelines and will be funded through a federal program. I move adoption.

DEPUTY SPEAKER GODFREY:

Question is on adoption of House Amendment Schedule "A". Will you remark further on House Amendment Schedule "A"? Will you remark further?

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

REPRESENTATIVES:

Aye.

DEPUTY SPEAKER GODFREY:

Opposed Nay.

The Ayes have it.

The amendment is adopted.

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HOUSE OF REPRESENTATIVES

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May 4, 2012

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.

DEPUTY SPEAKER GODFREY:

Have all the members voted? Have all the members
voted? If so, the machine will be locked and the
Clerk will take a tally.

The Clerk will announce the tally.

THE CLERK:

House Bill 5467, as amended by House "A".

Total number voting	141
Necessary for adoption	71
Those voting Yea	140
Those voting Nay	1
Those absent and not voting	10

DEPUTY SPEAKER GODFREY:

The Bill as amended is passed.

Clerk please call Calendar 84.

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**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
2012**

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

rgd/tmj/gdm/gbr
SENATE

317
May 9, 2012

SENATOR LOONEY:

Yes.

THE CHAIR:

The Calendar Number 444 --

SENATOR LOONEY:

Yes.

THE CHAIR:

-- House Bill 5037 has just been added.

Senator Looney.

SENATOR LOONEY:

That's right, Madam President.

And -- and also, Madam President, calendar page -- excuse me, it's -- rather I don't have the calendar page but it's Substitute -- it is Calendar 507, Substitute for House Bill 5467, Madam President, move to place that item on the consent calendar.

THE CHAIR:

Got it. Thank you, sir.

SENATOR LOONEY:

Now, Madam President, if the Clerk would now proceed to call the consent calendar.

THE CHAIR:

Mr. Clerk, you may call the consent calendar now.

THE CLERK:

House Bill 5358; House Bill 5148; House Bill 5394; House Bill 5326; House Bill 5025; House Bill 5534; House Bill 5539; House Bill 5320; House Bill 5462; House Bill 5394; House Bill 5511.

rgd/tmj/gdm/gbr
SENATE

318
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:



State of Connecticut

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ERNEST J. COTNOIR
ASSISTANT SENATE CLERK

TIMOTHY B. KEHOE
PERMANENT ASSISTANT
CLERK OF THE SENATE

Bills placed on the Consent Calendar on May 9, 2012

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State of Connecticut

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TIMOTHY B KEHOE
PERMANENT ASSISTANT
CLERK OF THE SENATE

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State of Connecticut

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CLERK OF THE SENATE
ERNEST J. COTNOIR
ASSISTANT SENATE CLERK

TIMOTHY B. KEHOE
PERMANENT ASSISTANT
CLERK OF THE SENATE

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.

rgd/tmj/gdm/gbr
SENATE

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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.