

Legislative History for Connecticut Act

PA 14-68

SB34

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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2014**

**VOL.57
PART 19
6233 – 6539**

Have all the members voted? Have all the members voted?

Will the members please check the board to make sure your vote is properly cast.

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

Will the Clerk please announce the tally.

THE CLERK:

House Bill 5577,
Total Number Voting 145
Necessary for Passage 73
Those Voting Yea 145
Those Voting Nay 0
Those Absent and Not Voting 6

SPEAKER SHARKEY:

The bill passes.

Will the Clerk please call Calendar 470.

THE CLERK:

Calendar 470, on page 22, favorable report of the Joint Standing Committee on Public Safety and Security, Senate Bill 34, AN ACT CONCERNING THE CERTIFICATION OF HOUSEHOLD GOODS CARRIERS.

SPEAKER SHARKEY:

The distinguished Chairman of the Transportation Committee, Representative Guerrero.

REP. GUERRERA (29th):

Thank you. Thank you, Mr. Speaker.

Mr. Speaker, I move acceptance of the Joint Committee's favorable report and passage of the bill with concurrence of the Senate.

SPEAKER SHARKEY:

The question is on acceptance of the Joint Committee's favorable report and passage of the bill in concurrence with the Senate.

Will you remark, sir.

REP. GUERRERA (29th):

Yes, I will, Mr. Speaker. Thank you.

Mr. Speaker, what this bill basically does is add a free enterprise in regards to household carriers or livery services within the state of Connecticut.

I want to thank Representative Sean Williams who brought this to our attention about a year ago, but unfortunately, it did not make it through the passage of the House or the Senate, I believe, at that time.

And finally, through -- through the Senate and now to us, it is a good bill that allows open competitive businesses to compete out there in a fair market.

So with that, I move for adoption.

SPEAKER SHARKEY:

Thank you, sir.

The question before the Chamber is acceptance

and passage of Senate Bill 34. Will you remark.

Representative Williams.

REP. WILLIAMS (68th):

Thank you, Mr. Speaker.

And just briefly in support of the bill, I thank Representative Guerrero and Representative Scribner. That's a great team that we have on the Transportation Committee, as well as Senator Maynard and others.

I just want to briefly speak in support of the bill. This is an issue that came to me last year. I happened to read about it, I think, in the New London Day, or one of the newspapers down in southeast Connecticut wherein a business owner, Bob Romano, who owns a moving company in West Warwick, Rhode Island, attempted to relocate his moving company to Stonington, Connecticut. And he was told, due to DOT regulations, that he was not able to move his company, not because he wasn't qualified, not because he didn't have a good safety track record, not because he wasn't financially stable but, in fact, because his competitors came and testified that it would hurt their business.

And I know that sounds crazy, but here in the state of Connecticut, that is a law that's on the books. That a moving company who is competing with other moving companies could come in and say a new

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May 6, 2014

moving company should not be allowed to enter a particular market.

And so I just found that to be offensive from a free-market perspective. I thought it to be a very antiquated law and regulation that we have on our books, and I would ask that the members support the bill.

Thank you, Mr. Speaker.

SPEAKER SHARKEY:

Thank you, sir.

Would you care to remark? Would you care to remark further on the bill before us?

If not, staff and guests 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.

The House of Representatives is voting by roll.

Will members please report to the Chamber immediately.

SPEAKER SHARKEY:

Have all the members voted? Have all the members voted?

Members please check the board to make sure your vote is properly cast.

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

Will the Clerk please announce the tally.

THE CLERK:

Senate Bill 34, in concurrence with the Senate.

Total Number Voting 145

Necessary for Passage 73

Those Voting Yea 145

Those Voting Nay 0

Those Absent and Not Voting 6

SPEAKER SHARKEY:

The bill passes in concurrence with the Senate.

Will the Clerk please call Calendar 403.

THE CLERK:

On Page 15, Calendar 403, favorable report of the Joint Standing Committee on Judiciary, House Bill 5526, AN ACT CONCERNING DELINQUENT CHILD

SUPPORT OBLIGATIONS.

SPEAKER SHARKEY:

Representative Gerry Fox.

REP. G. FOX (146th):

Thank you, Mr. Speaker.

I move for the acceptance of the Joint Committee's favorable report, and passage of the bill.

SPEAKER SHARKEY:

The question is on acceptance of the Joint Committee's favorable report and passage of the bill.

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GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
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April 24, 2014

Thank you, Madam President.

THE CHAIR:

Thank you.

Senator Holder-Winfield.

SENATOR HOLDER-WINFIELD:

Yes. Thank you, Madam President. The Labor Committee will meet at 10:45 outside the House Chamber. Thank you, Madam President.

THE CHAIR:

Thank you.

Are there any other announcements? Any other announcements? If not, Mr. Clerk, will you call the Calendar, please.

THE CLERK:

On page 27, Calendar 167, Senate Bill Number 34, AN ACT CONCERNING THE CERTIFICATION OF HOUSEHOLD GOODS CARRIERS, favorable report of the Committee on Transportation. There are amendments.

THE CHAIR:

Good afternoon, Senator Maynard.

SENATOR MAYNARD:

Thank you, Madam President. I move the Joint Committee's favorable report and passage of the bill.

THE CHAIR:

Motion is on acceptance and passage. Will you remark, sir?

SENATOR MAYNARD:

Yes, Madam President. This bill rectifies a circumstance that has existed in law for a number of years now. It involves the manner in which household goods carriers are licensed in the state of Connecticut. This would allow -- would remove certain information from consideration in public hearings for the purpose of receiving DOT approval to operate. It's a pro business bill. It passed this Chamber last year. Unfortunately, it contains some

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April 24, 2014

objectionable provisions and was the subject of a veto because of a bill that was attached to it. I think this Chamber supported it by overwhelming numbers last year, and we introduce the same legislation unchanged.

THE CHAIR:

Thank you.

Will you remark? Will you remark?

Senator Boucher.

SENATOR BOUCHER:

Yes. Madam President, I rise to support the bill as was just stated. It was a bill that went through in a fairly bipartisan manner, was a bit complicated, and now it's become simplified again and easy to support. I hope the Chamber does pass this bill up.

Thank you.

THE CHAIR:

Will you remark further? Will you remark further? Seeing none, Senator Maynard.

SENATOR MAYNARD:

Yes, Madam President, if there is no objection, I'd ask that this be placed on Consent.

THE CHAIR:

Seeing no objection, so ordered, sir.

Mr. Clerk.

THE CLERK:

On page 28, Calendar 189, Senate Bill Number 336, AN ACT CONCERNING THE PENALTY FOR CAUSING HARM TO A VULNERABLE USER OF A PUBLIC WAY, favorable report of the Committee on Transportation.

THE CHAIR:

Senator Maynard.

SENATOR MAYNARD:

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SENATE

124
April 24, 2014

Total Number Voting	32
Necessary for Adoption	17
Those voting Aye	32
Those voting Nay	0
Those absent and not voting	4

THE CHAIR:

The bill has passed.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President. Madam President, if the Clerk would now read the items on our second Consent Calendar so that we might proceed to a vote on that second Consent Calendar.

THE CHAIR:

Mr. Clerk.

THE CLERK:

On page 7, Calendar 203, Senate Bill 321; on page 8, Calendar 266, Senate Bill 325 and Calendar 267, Senate Bill 326; on page 27, Calendar 167, Senate Bill 34; and on page 28, Calendar 189, Senate Bill 336.

THE CHAIR:

Thank you. Will you please call for a roll call vote on the second Consent Calendar, and the machine is open.

THE CLERK:

Immediate roll call has been ordered in the Senate on the second Consent Calendar for today. Immediate roll call ordered in the Senate.

THE CHAIR:

Senator Maynard, thank you.

If all members have voted, all members have voted, the machine will be closed. Mr. Clerk, will you call the tally.

THE CLERK:

On the second Consent Calendar for today:

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SENATE

125
April 24, 2014

Total Number Voting	33
Necessary for Adoption	17
Those voting Aye	33
Those voting Nay	0
Those absent and not voting	3

THE CHAIR:

The Consent Calendar passes.

Points of personal privileges at this time.

Senator Fonfara.

SENATOR FONFARA:

Thank you, Madam President. For the purposes of an announcement.

THE CHAIR:

Please proceed, sir.

SENATOR FONFARA:

Madam President, for the members of the Finance Committee, we'll be meeting tomorrow in Room 2E at eleven o'clock to take up referred bills. Thank you, Madam President.

THE CHAIR:

Thank you.

Senator Osten.

SENATOR OSTEN:

Madam President, for purposes of announcement, the Planning and Development Committee will be meeting tomorrow at eleven, place to be determined.

THE CHAIR:

Thank you.

Senator Coleman.

SENATOR COLEMAN:

Thank you, Madam President. Just to inform the members of the Judiciary Committee that the committee will be meeting

**JOINT
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have a feeling that Mike Lowdy was behind that, Commissioner, but, you know what I mean, but --

SB34
SB235
HB5289
(SB237) (HB308)
(HB5409)

COMMISSIONER JAMES REDEKER: Good morning, Representative Guerrero and members of the Committee. Thank you for the opportunity to be here to give you a brief presentation on our snow and ice program, as well as to just give a few comments on the bills before you from a transportation perspective today.

HB5288

I want to start the presentation on our snow and ice program by saying it's all about one thing and one thing only, and that is safety. Safety of our roads, safety of our drivers and second to safety is to keep roads open for business, open for mobility, and those two things guide our program and our deliberations about the work that we do and how we deploy our resources.

We're responsible for 5,700 two-lane miles of roads, or 10,400, you know, miles of roads with 1,400 employees to take care of those, 632 plow trucks, hoping to keep those going every day. It's an old fleet, but we try to keep those moving, a hundred and two loaders. We purchased this year snow blowers after last year's major storm. They've been very effective in clearing some of our bridges, and 205 contractors that we use to augment and supplement our forces during a snowstorm.

Typically, we've got 12 storms with a 20-hour duration and 10 activities with smaller durations, smaller storms, different things that we deal with. That has not at all been the case this year. That average storm of 20 hours has been exceeded in almost every one of the storms. We're up to 15, probably 16 storms coming. Each one has been an extraordinary duration, and this year in particular, extraordinary temperature swings, with

evaluate them over the course of this next year and we're constantly looking at emerging technology as we go forward.

Our system, you know, we do things like temperature sensors around the state. We've got cameras around the stats. Some vehicles are equipped with those kinds of sensors. We're looking at new technologies in terms of you, know, GPS and locating things. We also manage the locations of storms and how we deploy things.

So our program is continuously changing. We want to continue to look at it and approve it, and with that, that ends my presentation.

I thought I would comment briefly on the proposed bill on a study. We encourage studies. That's fine. But I think that the scope of a study is not just about what gets corroded, but what are the impacts of the safety as well as what are the impacts on the economy if we don't treat roads as quickly as possible. Those are pretty significant.

We found for example this year, the State of New York closed Route 84 and the Thruway more than once and the economic impact of that is in the hundreds of millions of dollars.

Our goal has always been to keep our system open and clear for business and for people who have to get around and we'll continue to keep that as our goal.

So I'll end my presentation and just make some brief comments on some of the bills before you. Senate Bill 34, the Governor's proposal to clarify criteria in granting approval for household good carriers. It basically says that we can consider lots of different factors,

but not the competitive sort of issues that have been part of our evaluation.

That proposal will streamline the application process for household goods carrier applicants and create efficiencies in my department, which I favor.

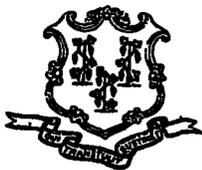
Senate Bill 235, some revisions to the transportation statutes. The most important ones are revision 2, Sections one to four that deal with the definition of a fare inspector.

As we open Connecticut Fast Track next year, that system will be using a fare collection technology called proof of payment. It will require fare inspectors to be part of the program on checking on fares and authorizing a fare inspector to issue citations and infractions and reclassifying failure to pay a transit fare from a misdemeanor to an infraction are the key elements of this proposal.

So instituting a fare collections system, defining a fare inspector, and redefining fare, failure to pay a fare, as an infraction are the key parts of that.

Section 5 of the bill would exempt salt sheds, parking garages and maintenance facilities from the requirements of high performance building construction standards for state facilities. We are committed to lead standards. We do that around our system but salt sheds and some of these other facilities just don't lend themselves to that. They can't meet the standards. This would grant that exemption so we don't have to go through that each and every time.

And then finally, just a quick comment on House Bill 5289 which is a port authority bill. The



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

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**Public Hearing – February 28, 2014
Transportation Committee**

**Testimony Submitted by Commissioner Jim Redeker
Department of Transportation**

Governor's Bill 34 - An Act Concerning the Certification of Household Goods Carriers.

The Department of Transportation (CTDOT) strongly supports Governor's Bill 34, AAC the Certification of Household Goods Carriers to clarify the criteria used in granting approval of such certificates.

CGS 13b-389 currently states that the Commissioner of the Department of Transportation serves as the authority to issue certificates of public convenience and necessity to persons who operate any motor vehicle in the transportation of household goods for hire as a household goods carrier.

This proposed legislation states that the Commissioner may consider the applicant's financial stability, past criminal history, and the effects such an issuance would have on state roads when determining the applicant's eligibility.

The competitive environment would not be considered in the Commissioner's decision.

The Governor's proposal will streamline the application process for household goods carrier applicants and create efficiencies for staff within the Department of Transportation.

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