



House of Representatives

General Assembly

File No. 410

January Session, 2015

House Bill No. 6740

House of Representatives, April 2, 2015

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING THE PROCESS TO SELECT AN OPERATOR FOR THE NEW HAVEN-HARTFORD-SPRINGFIELD RAIL LINE.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 13b-79u of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective from passage*):

3 (a) The Commissioner of Transportation is authorized and directed,
4 in consultation with the Secretary of the Office of Policy and
5 Management and with the approval of the Governor, to enter into any
6 agreements with the National Rail Passenger Corporation or its
7 successor in interest that are necessary for the operation of rail
8 passenger service on the New Haven-Hartford-Springfield rail line.

9 (b) The commissioner is authorized and directed, in consultation
10 with the secretary and with approval of the Governor, to enter into any
11 agreements with the commonwealth of Massachusetts, or any entity
12 authorized to act on its behalf, or the state of Vermont, or any entity
13 authorized to act on its behalf, that are necessary for the state's

14 participation in the provision of rail passenger service on the New
15 Haven-Hartford-Springfield rail line.

16 (c) [The] Notwithstanding the provisions of chapters 55a, 59, 60 and
17 62, the commissioner is authorized and directed, in consultation with
18 the secretary and with the approval of the Governor, to select [through
19 a competitive process] from among responsible bidders, one or more
20 most qualified to provide efficient and reliable service, and contract
21 with an operator or operators for rail service on the New Haven-
22 Hartford-Springfield rail line.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	13b-79u

TRA *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note***State Impact:*** None***Municipal Impact:*** None***Explanation***

This bill establishes a more specific process for the commissioner of the Department of Transportation (DOT) to use when selecting a rail operator for the New Haven-Hartford-Springfield rail line and does not result in a fiscal impact.

The Out Years***State Impact:*** None***Municipal Impact:*** None

OLR Bill Analysis**HB 6740****AN ACT CONCERNING THE PROCESS TO SELECT AN OPERATOR FOR THE NEW HAVEN-HARTFORD-SPRINGFIELD RAIL LINE.****SUMMARY:**

This bill establishes a more specific process for the Department of Transportation (DOT) commissioner to use when selecting a rail operator for the New Haven-Hartford-Springfield rail line. Under current law, the commissioner must do so using a competitive process. The bill, instead, requires him to select one or more operators from among responsible bidders, regardless of existing provisions regarding consultant and personal service agreements, state real property, construction of state buildings, and state contracting. Under the bill, the commissioner must select one or more bidders most qualified to provide efficient and reliable rail service and contract with them to operate the line. The law, unchanged by the bill, requires the commissioner to (1) consult with the Office of Policy and Management secretary and (2) get approval from the governor when selecting a rail operator.

EFFECTIVE DATE: Upon passage.

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 31 Nay 0 (03/18/2015)