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## **OLR Bill Analysis**

### **sSB 605**

#### ***AN ACT CONCERNING THE PORT AUTHORITY.***

#### **SUMMARY**

This bill makes several changes related to the Connecticut Port Authority.

It requires two of the governor's four appointments to the authority's 15-member board of directors to represent certain interests. Specifically, one must represent a port in New Haven, New London, or Bridgeport and another must represent a port located in a town other than those three. By law, two of the governor's appointments serve for two-year terms and two for four-year terms. The bill does not specify which of the governor's four appointments that its requirements apply to.

The bill also moves the Connecticut Pilot Commission from being within the Port Authority to the Department of Transportation. This is for administrative purposes only, as is the case under existing law. By law, the commission advises the authority on marine pilot licensure, the safe conduct of vessels, and the protection of ports and waters in Connecticut.

Finally, by January 1, 2022, the Port Authority's executive director must submit a plan to the Transportation Committee on ensuring a transparent and equitable process for selecting and disbursing grants through the Small Harbor Improvement Projects Program.

EFFECTIVE DATE: Upon passage

#### **BACKGROUND**

##### ***Connecticut Port Authority***

The Connecticut Port Authority is a quasi-public agency charged with marketing and developing the state's ports and maritime

economy. Specifically, its purpose is to (1) coordinate port development, focusing on private and public investment; (2) work with state, local, and private entities to maximize the economic potential of the state's ports and harbors; (3) support and enhance the state's maritime economy; and (4) coordinate the state's maritime policy (CGS § 15-31a et seq.).

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 35 Nay 0 (03/26/2021)