

House of Representatives, March 31, 1998. The Committee on Environment reported through REP. STRATTON, 17th DIST., Chairman of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING HIGH-SPEED FERRIES.

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

1 Section 1. As used in section 2 of this act,
2 "high-speed ferry" means a vessel, as defined in
3 section 15-127 of the general statutes, which is
4 capable of speed in excess of twenty-five knots,
5 has a passenger-carrying capacity of more than
6 fifty persons and is operated on a commercial
7 basis.

8 Sec. 2. (a) There is established a task force
9 to study operation of high-speed ferries, as
10 defined in section 1 of this act, in the harbors
11 and waters of Long Island Sound. The task force
12 shall study the feasibility of developing ferry
13 transportation as a component of the state's
14 intermodal transportation system to provide an
15 alternative to motorized transit and as a means of
16 mitigating highway traffic congestion, reducing
17 motor vehicle emissions pollution, providing safe
18 and cost-effective transportation and establishing
19 new economic development opportunities in the
20 harbors of urban areas.

21 (b) The task force shall consist of the
22 following members:

23 (1) Two appointed by the speaker of the House
24 of Representatives;

25 (2) Two appointed by the president pro
26 tempore of the Senate;

27 (3) One appointed by the majority leader of
28 the House of Representatives;

29 (4) One appointed by the majority leader of
30 the Senate;

31 (5) One appointed by the minority leader of
32 the House of Representatives;

33 (6) One appointed by the minority leader of
34 the Senate;

35 (7) The Commissioner of Environmental
36 Protection, or his designee; and

37 (8) Two persons appointed by the Governor.

38 (c) Any member of the task force appointed
39 under subdivision (1), (2), (3), (4), (5) or (6)
40 of subsection (b) of this section may be a member
41 of the General Assembly.

42 (d) All appointments to the task force shall
43 be made no later than thirty days after the
44 effective date of this section. Any vacancy shall
45 be filled by the appointing authority.

46 (e) The speaker of the House of
47 Representatives and the president pro tempore of
48 the Senate shall select the chairpersons of the
49 task force, from among the members of the task
50 force. Such chairpersons shall schedule the first
51 meeting of the task force, which shall be held no
52 later than sixty days after the effective date of
53 this section.

54 (f) The administrative staff of the joint
55 standing committee of the General Assembly having
56 cognizance of matters relating to the environment
57 shall serve as administrative staff of the task
58 force.

59 (g) Not later than January 1, 1999, the task
60 force shall submit a report on its findings and
61 recommendations to the joint standing committees
62 of the General Assembly having cognizance of
63 matters relating to the environment,
64 transportation and commerce in accordance with the
65 provisions of section 11-4a of the general
66 statutes. The task force shall terminate on the
67 date that it submits such report or January 1,
68 1999, whichever is earlier.

69 Sec. 3. This act shall take effect from its
70 passage.

File No. 218

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71 ENV COMMITTEE VOTE: YEA 23 NAY 0 JFS

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"THE FOLLOWING FISCAL IMPACT STATEMENT AND BILL ANALYSIS ARE PREPARED FOR THE BENEFIT OF 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 HOUSE THEREOF FOR ANY PURPOSE."

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5726

STATE IMPACT	Potential Minimal Cost, Within Resources, see explanation below
MUNICIPAL IMPACT	None
STATE AGENCY(S)	Legislative Management, Department of Environmental Protection

EXPLANATION OF ESTIMATES:

STATE IMPACT: There is a potential minimal cost for Legislative Management due to the possibility of reimbursement for additional mileage expenses due to the establishment of a task force on high speed ferries. It is expected that any potential cost can be handled within the anticipated budgetary resources of Legislative Management. In addition, any increase in the workload of the Department of Environmental Protection (DEP) due to membership on the task force is anticipated to be accomplished within the routine activities of the DEP.

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OLR BILL ANALYSIS

The Office of Legislative Research does not analyze special acts.