

House of Representatives, March 31, 1998. The Committee on Transportation reported through REP. COCCO, 127th DIST., Chairman of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING THE DEFINITION OF A CARRIER OF SCHOOL-AGED CHILDREN.

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

1 Subdivision (2) of section 14-212 of the
2 general statutes is repealed and the following is
3 substituted in lieu thereof:

4 (2) "Carrier" means (A) any local or regional
5 school district, any educational institution
6 providing elementary or secondary education or any
7 person, firm or corporation [under contract to
8 such district or institution] engaged in the
9 business of transporting school children,
10 EXCLUDING A PERSON TRANSPORTING SCHOOL CHILDREN
11 PURSUANT TO AN INFORMAL ARRANGEMENT AMONG
12 NEIGHBORS, FRIENDS OR RELATIVES; (B) any person,
13 firm or corporation providing transportation for
14 compensation exclusively to persons under the age
15 of twenty-one years, EXCLUDING A PERSON
16 TRANSPORTING SCHOOL CHILDREN PURSUANT TO AN
17 INFORMAL ARRANGEMENT AMONG NEIGHBORS, FRIENDS OR
18 RELATIVES; or (C) any corporation, institution or
19 nonprofit organization providing transportation as
20 an ancillary service primarily to persons under
21 the age of eighteen years.

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File No. 251

22 TRA 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 5518

STATE IMPACT	Potential Minimal Cost, Can Be Absorbed, and Potential Minimal Revenue Gain, see explanation below
MUNICIPAL IMPACT	Potential Minimal Cost, Can Be Absorbed, see explanation below
STATE AGENCY(S)	Various Criminal Justice System Agencies

EXPLANATION OF ESTIMATES:

STATE AND MUNICIPAL IMPACT: The passage of this bill could result in minimal additional costs to the State and municipalities, that could be absorbed within existing resources, and could also result in a minimal revenue gain to the State. The expansion of the definition of "school carrier" could result in a workload increase for various criminal justice system agencies, including local law enforcement, which could be handled within current budgetary and caseload structure. During the years 1996 and 1997, there were 15 cited offenses related to motor carrier regulations, totaling \$1,614 in revenue. The specific number of offenses by children carriers, however, is not available. It should be noted that the Department of Motor Vehicles (DMV) does not anticipate an increase in the number of regulated school carriers. Therefore, there would be no fiscal impact on DMV.

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OLR BILL ANALYSIS

SHB 5518

AN ACT CONCERNING THE DEFINITION OF A CARRIER OF SCHOOL-AGED CHILDREN

SUMMARY: This bill subjects any person, firm, or corporation engaged in the business of transporting school children to regulation as a school carrier, even when payment for the service does not come from a contract directly with a school district or elementary or secondary educational institution. Currently, someone is considered a carrier of school-aged children if they (1) are in the business of transporting school children under a contract to a school or school district; (2) provide transportation for compensation exclusively to people under age 21; or (3) are a corporation, institution, or nonprofit organization providing transportation as an ancillary service primarily to people under age 18. Under the bill, a business transporting school children under a contract with individual parents would be considered a carrier. The bill also makes it clear that someone who is transporting school children pursuant to an informal arrangement among neighbors, friends, or relatives is not considered a carrier.

Carriers must meet certain Department of Motor Vehicles requirements with respect to the vehicles they use and the qualifications of their drivers, among other things.

EFFECTIVE DATE: October 1, 1998

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute
Yea 23 Nay 0