



# House of Representatives

General Assembly

**File No. 317**

January Session, 2015

House Bill No. 6721

*House of Representatives, March 31, 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 A STUDY OF THE EFFECTS OF THE PROHIBITION ON THE USE OF HAND-HELD MOBILE TELEPHONES AND MOBILE ELECTRONIC DEVICES WHILE DRIVING.***

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

1 Section 1. (*Effective from passage*) (a) There is established a task force  
2 to study the effects of the prohibition on the use of hand-held mobile  
3 telephones and mobile electronic devices while driving. The task force  
4 shall examine (1) the prevalence of the use of such telephones and  
5 devices while driving, (2) the number of persons cited for a violation of  
6 section 14-296aa of the general statutes, (3) the number and gravity of  
7 motor vehicle accidents that result from such use, and (4) whether  
8 current fines are sufficient to enforce the prohibition.

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

10 (1) Two representatives of a local police force appointed by the  
11 speaker of the House of Representatives;

12 (2) Two representatives of a mobile telephone or mobile electronic

13 device manufacturer appointed by the president pro tempore of the  
14 Senate;

15 (3) One representative of an insurer that provides automobile  
16 insurance appointed by the majority leader of the House of  
17 Representatives;

18 (4) One representative of the public appointed by the majority  
19 leader of the Senate;

20 (5) One representative of an automobile insurance trade group  
21 appointed by the minority leader of the House of Representatives;

22 (6) One member of a consumer interest group appointed by the  
23 minority leader of the Senate;

24 (7) The Commissioner of Motor Vehicles, or the commissioner's  
25 designee; and

26 (8) The Commissioner of Emergency Services and Public Protection,  
27 or the commissioner's designee.

28 (c) Any member of the task force appointed under subdivision (1),  
29 (2), (3), (4), (5) or (6) of subsection (b) of this section may be a member  
30 of the General Assembly.

31 (d) All appointments to the task force shall be made not later than  
32 thirty days after the effective date of this section. Any vacancy shall be  
33 filled by the appointing authority.

34 (e) The speaker of the House of Representatives and the president  
35 pro tempore of the Senate shall select the chairpersons of the task force  
36 from among the members of the task force. Such chairpersons shall  
37 schedule the first meeting of the task force, which shall be held not  
38 later than sixty days after the effective date of this section.

39 (f) The administrative staff of the joint standing committee of the  
40 General Assembly having cognizance of matters relating to  
41 transportation shall serve as administrative staff of the task force.

42 (g) Not later than January 1, 2016, the task force shall submit a  
43 report on its findings and recommendations to the joint standing  
44 committee of the General Assembly having cognizance of matters  
45 relating to transportation, in accordance with the provisions of section  
46 11-4a of the general statutes. Such report may include  
47 recommendations for improving enforcement of section 14-296aa of  
48 the general statutes. The task force shall terminate on the date that it  
49 submits such report or January 1, 2016, whichever is later.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section

**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.

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**OFA Fiscal Note**

**State Impact:**

<b>Agency Affected</b>	<b>Fund-Effect</b>	<b>FY 16 \$</b>	<b>FY 17 \$</b>
Various State Agencies	GF - Potential Cost	Less than \$1,000	None

**Municipal Impact:** None

**Explanation**

There may be a cost of less than \$1,000 in FY 16 to those agencies participating in the task force to reimburse legislators and agency staff for mileage expenses.

**The Out Years**

There is no ongoing fiscal impact because the task force terminates in FY 16.

**OLR Bill Analysis**

**HB 6721**

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**SUMMARY:**

The Office of Legislative Research does not analyze Special Acts.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable

Yea 31    Nay 0    (03/18/2015)