

Department of Legislative Services
Maryland General Assembly
2006 Session

FISCAL AND POLICY NOTE

House Joint Resolution 6 (Delegate Boschert, *et al.*)
Rules and Executive Nominations

USS Forrestal CVA-59 World Super Aircraft Carrier Museum

This joint resolution recommends to the Governor that a pier and adjoining terminal land in the greater Baltimore Harbor area be set aside for establishing the *USS Forrestal* CVA-59 World Super Aircraft Carrier Museum, contingent on the USS Forrestal Museum, Inc. raising the required private funds and being given the *USS Forrestal* by the United States Navy.

Fiscal Summary

State Effect: The Maryland Port Administration (MPA) advises that it does not have additional pier and terminal space for docking the *Forrestal*; providing that space would require MPA to cease a portion of its current activities, significantly decreasing Transportation Trust Fund (TTF) revenues.

Local Effect: None.

Small Business Effect: None.

Analysis

Background: The *Forrestal* was the world's first operational "supercarrier," meaning 75,000 tons or more of displacement (supercarrier is not an official class or term). It was named after the nation's first Secretary of Defense, James Vincent Forrestal. The *Forrestal* was the first post World War II aircraft carrier designed and built with an angle flight deck as a platform to handle the high performance jets and medium bombers in use today. It was commissioned on October 1, 1955. The *Forrestal's* first tour of combat duty came in 1967 during the Vietnam War where she suffered a fire that killed 134

crewmembers and severely injured 64 others. This fire is still used as a Naval teaching aid. After she was repaired, she served 26 more years. The *Forrestal* was decommissioned in 1993. It is currently awaiting a home as a naval museum.

State Fiscal Effect: MPA advises that it does not have additional terminal or land space available to dock the *Forrestal*. MPA's web site lists six terminals under MPA control; one of those is leased to commercial operators. All are engaged in commercial activities. Compliance with the joint resolution would therefore require foregoing current activities and reconfiguring MPA's operations. This would result in a significant decrease in TTF revenues. The exact fiscal effect depends on the terminal and pier used.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Baltimore County, Baltimore City, Maryland Department of Transportation, Department of Legislative Services

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ncs/rhh

Analysis by: Nora C. McArdle

Direct Inquiries to:
(410) 946-5510
(301) 970-5510