

Statement of Michael J. Riley
President
Motor Transport Association of Connecticut
Before
The Joint Committee on Planning and Development
March 6, 2015

Re: House Bill No. 5878 AN ACT EXPANDING MUNICIPAL REVENUE STREAMS

I am Michael J. Riley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents around 800 companies that operate commercial motor vehicles in and through the state of Connecticut. Our membership includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators and hundreds of companies that use trucks in their business and firms that provide goods and services to truck owners.

MTAC OPPOSES THIS BILL

This bill seeks “to enable municipalities to raise revenue by adding fees to certain activities, including, but not limited to, a ten per cent increase in the hotel tax, a public parking facility surcharge and truck permits for port cities”.

Motor Transport Association of Connecticut has no position on a ten per cent increase in the hotel tax or public parking facility surcharges. However, we strongly object to the notion of a municipality requiring truck permits for port cities.

- Under federal law, truck port freight transportation is considered "interstate transportation".



MICHAEL J. RILEY
PRESIDENT

- The US Supreme Court has consistently and unanimously ruled that state-local government general fees levied on port truckers impact the carriers' routes, rates and services and are therefore preempted-prohibited under federal law.

Beyond the obvious unconstitutionality of this proposal, it is hard to understand how a city, that is trying to develop and nurture its port-based freight facilities as well as intermodal enhancements, could seriously suggest that this bill is helpful.

We urge the Planning and Development Committee reject this bill.

Thank you.

