

**Statement of Joseph R. Sculley
President
Motor Transport Association of Connecticut
Before
The Joint Committee on Finance Revenue and Bonding
February 26, 2016**

**Re: House Bill No. 5046 AN ACT CONCERNING REVENUE
ITEMS TO IMPLEMENT THE GOVERNOR'S BUDGET**

I am Joe Sculley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents almost 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

Neither we, nor officials in the Department of Motor Vehicles understand the intent of (b) or (c) - lines 19 through 35. So, until we understand it we cannot support it.

Section (d) increases fees for over-dimension permits. At this time, we are opposed to any further increases in any taxes, fees or other charges related to transportation until an effective Constitutional Amendment is approved guaranteeing that the money generated will be used for transportation purposes. Too many times the Special Transportation Fund has been raided or revenue that should be deposited in it has been diverted by this legislature and several governors.

We would be willing to discuss increasing the fees in the context of all of the increases which the Governor will be proposing to finance his ambitious transportation infrastructure program.



This bill would significantly increase the cost for state issued permits for the transportation of over-dimension shipments. These are regularly issued to move certain non-divisible loads, like bulldozers or cranes from one job site to another. They are sometimes issued for very large loads which require extensive routing and escort vehicles.

Currently Connecticut permit office employs outdated manual approval processing for permit applications. This is cumbersome and inconvenient. Most states now provide electronic approval of certain vehicles over certain routes. For years, we have been working with the Department of Transportation to move Connecticut to a modern automated permit system. As the attached chart indicates, most states have moved to an automated self issuing permit. This saves time and money for not only the state but also businesses. We don't believe that we should pay more for an outdated system and especially a new improved one that eliminates costs for both the state and the customer.

While the DOT indicates that it does want to automate, we seem to never get around to it. If DOT wants to increase fees, we think that they need to make significant improvements in the way it issues over-dimension permits.

Attached to this testimony is a compendium of the fifty states indicating thresholds and information of Auto/Self Issue Permits.

U. S. Jurisdiction Oversize/

Note: The system may require review if construction or restrictions

Jurisdiction	Auto/Self Issue	Width	Height	Length	Weight	Future Pla
AL - Alabama	N					Ability to A with Bentley S
AR - Arkansas	Y	14'	14'	90'	120K	Not at this t



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AZ - Arizona	Y	14'	16'	120'	250K	Not at this t
CA - California	N					Not at this t
CO - Colorado	Y	14'	15'	110'	140K	Not at this t
CT - Connecticut	N					Not at this t
DE - Delaware	N					Upgrade to
FL - Florida	Y	12'	14'6"	120'	Tractor/Trailer - 112K; Crane -88K	7/1/16 - in 199,000 pound (Tractor) and 199,000 pounds (Crane)
GA - Georgia	Y	16'	16'	100'	150K	Not at this t
IA - Iowa	Y	9'	14'	120'	90K	Not at this t
ID - Idaho	N					Not at this t
IL - Illinois	Y	16'	17'	200'	120K	Auto issue t
IN - Indiana	Y	16'	3" less of lowest VC on route	110'	200K	Not at this t



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KS - Kansas	Y	16'6"	15'	126'	120K /150K	Not at this t
KY - Kentucky	N					Target "Go or later 2016
LA - Louisiana	Y	16'	15'6"	125'	232K	New permisi system/kicko
MA - Massachusetts	N					New System 2015
MD - Maryland	N					Upgrade be
ME - Maine	N					Not at this t
MI - Michigan	N					Not at this t
MN - Minnesota	Y	14'6"	14'	95'	36K tandem; 54K tridem	Increase to L
MO - Missouri	Y	16'	16'	150'	160K	18'W on int
MS - Mississippi	Y-Daylight Move Only	16"	15'6"	120'	180K	Not at t
	Y - 24 Hour Movement	12'	13'6"	99'	150K	
MT - Montana	Y	18'	17'	150'	Based on axle configuration/ distances and weights	New System in 2016



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NC - North Carolina	N					Not at this t
ND - North Dakota	Y	18'	17'	200'	250k	Not at this t
NE - Nebraska	Y	16' 1"	16'	150'	180K	Not at this t
NH - New Hampshire	N					Not at this t
NJ - New Jersey	Y	No Trigger	15'	100'	250K	Not at this t
NM - New Mexico	Y	16'	15'5"	120' (Trailer not greater than 90')	170K (No axle width greater than 8'6")	Not at this t
NV-Nevada	N					by 2016 - 2 15'H; 110'L lo
NY - New York	N					New System with auto issu in 2016. Dime established ye
OH - Ohio	Y	14'	14'6"	No Limitation	133,000/No more than 20,000 per axle	Upgrade be
OK - Oklahoma	Y	16'	15'	110'	200K; Weight - as long as they match OL-1 drawing;	Not at this t
OR - Oregon	N					Not at this t



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PA - Pennsylvania	Y	16'		160'	201K	New Promi 2017
RI - Rhode Island	N					Not at this t
SC - South Carolina	Y	14'	13'6"	100"	100K	Not at this t
SD - South Dakota	Y	14'	18'	100'	130K	Not at this t
TN - Tennessee	Y	16'	14'6"		150K	Not at this t
TX - Texas	Y	16'	16'6"	110'	180K	Not at this t
UT - Utah	Y	14'	14'6"	105'	125K	Not at this t
VA - Virginia	Y	14'	14'	100'	115K	Not at this t
VT - Vermont	N					Not at this t
WA - Washington	Y	16'	16'	125'	200K	Not at this t
WI - Wisconsin	Y	12'	13'6"	125'	120K	Not at this t
WV - West Virginia	Y	16'	15'	150'L	250K	Not at this t



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WY - Wyoming	N					Not at this t
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MTAC *MOTOR TRANSPORT ASSOCIATION OF CONNECTICUT, INC.*

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