



**Testimony in Opposition to SB 439, An Act Concerning the State Contracting Standards Board and Requirements for Privatization Contracts**

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority

Joint Committee on Government Administration and Elections  
March 18, 2016

Dear Senator Cassano, Representative Jutila, Senator McLachlan, Representative Smith, and distinguished members of the Government Administration and Elections Committee,

My name is Kevin Dillon, and I am the Executive Director of the Connecticut Airport Authority (CAA). **I am submitting this testimony in opposition to SB 439, An Act Concerning the State Contracting Standards Board and Requirements for Privatization Contracts.**

The CAA strongly opposes this legislation, as it would apply onerous requirements on the CAA and the state's other quasi-public agencies when attempting to pursue cost-saving initiatives. The legislature created the state's quasi-public agencies with the expectation that they would be able to streamline operations, maximize efficiency, and, especially in the case of the CAA, function entrepreneurially. This bill would most certainly hamper our ability to realize these core expectations. In the case of quasi-public agencies that live and die by their own revenues and expenses, and even more so for those who still rely on increasingly limited taxpayer dollars, the option to privatize services must be maintained as a potential cost-saving measure. It is clear that the statutory privatization process, which this bill would apply to quasi-public agencies, is intended to cause delays and create a disincentive for subjected agencies who are looking to avail themselves of this management option. The CAA needs the ability to respond to rapidly changing business conditions, and this bill limits the organization's potential need to control its costs and stay competitive with other regional airports.

To make matters worse, one might even be able to interpret the language in this bill to apply the provisions of 4e-16 to all procurement contracts at the CAA exceeding \$50,000. As a lean organization that relies on supplemental and specialized assistance from outside counsel, engineers, advertising, and various other providers, subjecting these types of contracts to such a review process would significantly increase our costs, delay our operations, and significantly hamper our organizational efficiency.

Be assured that the airlines operating at Bradley are acutely aware of state operating costs. When the CAA's costs rise, airline costs rise. When airline costs rise, there is less incentive for them to increase and maintain service levels at Bradley. **To be clear, rising costs for the CAA could result in future service reductions at Bradley.** We are proud to have achieved a number of service development milestones over the past few years, and we are concerned that proposals such as SB 439 threaten the airport's ability to maintain positive, productive relationships with our airline partners.

Since the CAA was created in 2011, the legislature has contemplated a number of bills that would impose additional burdens, mandate wage levels, and increase overall costs for the state's quasi-public agencies. The cumulative effect of these bills, including the proposed SB 439, effectively turn the CAA and other quasi-publics back into state agencies. This is directly contrary to the

purpose of creating quasi-public agencies that are designed to be streamlined, efficient, and free of government bureaucracy. The CAA strongly opposes SB 439, and we urge the Committee to take no action on this bill.

Thank you for the opportunity to provide this testimony. Please feel free to contact my office at (860) 292-2054 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Kevin A. Dillon". The signature is written in a cursive style with a large, stylized initial "K".

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority