

**Transportation Committee
Friday, February 19**

House Bill 6054: AN ACT CONCERNING THE PRIVATIZATION OF NON STRATEGIC ASSETS TO PAY DOWN DEBT IN THE SPECIAL TRANSPORTATION FUND - Oppose

Representative Lemax, Senator Cassano, Representative Carney, Senator Somers, and members of the Transportation Committee:

My name is Stephen Anderson, and I am the President of CSEA SEIU Local 2001, a labor union which represents thousands of workers employed in the public and private sectors, as well as over 10,000 retirees currently living in the state of Connecticut. I submit this testimony on behalf of our members.

House Bill 6054: AN ACT CONCERNING THE PRIVATIZATION OF NON STRATEGIC ASSETS TO PAY DOWN DEBT IN THE SPECIAL TRANSPORTATION FUND is another in a long line of half-baked privatization plans. Like the drainage ditch to nowhere on I-84, a result of outsourced work, HB 6054 will not get us to our destination, but does have the potential to waste taxpayer dollars while doing nothing to help the Special Transportation Fund.

Putting up Connecticut assets as part of some fire sale to possibly generate one-time sources of revenue, as proposed in this bill, would not set up Connecticut for long term success. HB 6054 refers to "parking lots, train stations, bus stops and moving advertisement systems" as "nonstrategic". However, this displays a misunderstanding of the interconnected nature of our state's broad transportation infrastructure. A "nonstrategic" asset today is a vital necessity tomorrow. Unfortunately, HB 6054 would have Connecticut trade away critical components in the hope we will never need them again. This shortsighted vision has hampered transportation planning for far too long.

The Connecticut Department of Transportation professionals represented by CSEA have, for years, pointed out that the state has wasted hundreds of millions of dollars by privatizing important Department of Transportation work. Based on cost-effectiveness evaluations conducted by the Connecticut DOT, the state would have saved \$324,691,150 between FY2016 and FY2018 if DOT had performed construction inspection and engineering services with state employees in lieu of outside consultants. In addition to those savings, the State Contracting Standards Board estimates yearly savings of between \$174 and \$264 million if the state required competitive bidding on all POS and PSA contracts.

HB 6054 is a dangerous get rich quick scheme that will do nothing but make Connecticut weaker. There are better, more effective, more efficient, and smarter ways to spend our money wisely while ensuring proper funding for the Special Transportation Fund.

I urge the members of the committee to reject House Bill 6054.

Stephen Anderson
President, CSEA SEIU Local 2001