



Transportation Committee Public Hearing

Monday, March 9, 2026

Motor Transportation Association of Connecticut

Testimony of John Blair

HB 5465: AAC THE TOWING AND STORAGE OF MOTOR VEHICLES

Introduction

Good morning, Senator Cohen, Representative Berger-Grivalo, Vice Chairs, Ranking, and distinguished members of the Transportation Committee. My name is John Blair, President of the Motor Transportation Association of Connecticut (MTAC).

About MTAC

MTAC is comprised of approximately 450 dedicated member-companies. These include small and large motor carriers, teaching schools, bus companies, recyclers, trash haulers, and distributors of oil, fuel, lumber, mulch, beer, wine, and more. Our members deliver goods and services every day, often under challenging road and weather conditions, and always with a safety-first approach.

Purpose of Testimony

I am grateful for the opportunity to submit written testimony regarding **HB 5465: AAC THE TOWING AND STORAGE OF MOTOR VEHICLES**. First, I would like to thank the Governor's Office and the Committee for naming MTAC to the Police Ordered Towing Council (**POTC**) that has met in the off session to consider many components included in HB 5465. In large part we are **supportive** of **HB 5465**.

My testimony focuses specifically on the medium and heavy-duty sections of this proposal and in response to the POTC report filed with the Committee. MTAC acknowledges that a rate increase for the wrecker service companies in Connecticut is warranted. The wrecker service companies at the POTC off session meetings laid out a compelling case of costs they face. The trucking community faces many of the same costs. When the final rates are established, MTAC requests that they are reflective of rates for Connecticut and not increased to a degree that will create over inflated costs for the trucking community.

Below are some items up for consideration as we move forward in setting rates.

Base Hourly Rates

A core issue is the base hourly fees for towing medium and heavy-duty vehicles, oversized or overweight vehicles, as well as rotator services. To date, the State of Maryland recent rate setting has been the backdrop of our discussions in choosing the best regulatory framework for the State of Connecticut. In line with this thinking, we would ask when arriving at base hourly rates that those rates are no higher than the State of Maryland's recently adopted rates.

On Scene Documentation

At the scene of a police-initiated tow thorough and transparent documentation is highly recommended to avoid disputes over true costs. If not already required, we recommend the State consider establishing some set of requirements that wrecker service, include itemized invoices, photographic/video evidence (i.e. showing the scene and equipment *before* the tow begins), time sheets (i.e. to document labor/personnel present at the scene), price support for any separate charges and any other evidence necessary to ensure accurate charges are being applied.

Complaint Process

Sec. 5(2) allows complaints to be made within 1 year. We would ask the Committee to consider allowing the Commissioner of the Department of Motor Vehicles to extend beyond 1 year for unforeseen or exceptional circumstances.

Tower of Choice

Sec. 8(a) - includes a "tower of choice" provision. We thank the Committee for the inclusion of this language. The language helps wrecker service companies and commercial trucking companies work collaboratively, more efficiently and within the same ecosystem.

Towing Advisory Council

Sec. 11(a) - establishes the Towing Advisory Council (TAC). MTAC respectfully asks to be added to the TAC, should the State consider it appropriate.

Storage Rates

We strongly encourage setting a schedule of Storage Rates. If this is not possible in the current process, we ask that this be considered in future discussions.

Conclusion

I thank the Committee for considering the testimony before you today. If you should have any follow up questions, please contact me john@mtac.us.