



Testimony on Bill 423 AN ACT CONCERNING THE CREATION OF A CONNECTICUT TRANSPORTATION AUTHORITY

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My name is Donald Emanuel III. I am an intern at the Yankee Institute for Public Policy, Connecticut's free-market think tank. I submit this note in opposition to **Bill 423**.

New York's experience with the Metropolitan Transit Authority, also known as the MTA, which was created in 1968, provides a cautionary tale for Connecticut.¹ While the challenges and scope of transit in New York are much larger than that of Connecticut, the structure of the MTA and its relative efficiency are relevant to the issues Connecticut would face if such an authority is created.

Placing broad control in the hands of an unelected authority, such as the Connecticut Transit Authority or CTA, would present several serious challenges. The CTA, if created, would have considerable discretion over both the creation and implementation of tolls throughout Connecticut.² The CTA would also have the authority to prioritize all transportation projects, including the maintenance of Connecticut's roads and bridges.²

That allows for the likelihood of corruption and mismanagement to occur. Would municipalities with connections to CTA officials receive better approval rates for expansion and maintenance projects? Would areas that generate less money for the CTA be ignored? If the MTA is used as an example of what could happen, then the answer to those questions is yes.³ The MTA has received criticism for having the worst on-time running record for subways in recent history, and the lowest amount spent on maintenance of failing equipment, despite ridership on MTA transportation systems being at an all-time high.³ The government of New York also routinely siphons money from the MTA's budget, and the government also pressures the MTA on how they should allocate their resources.³ The MTA also carries with it an over-sized bureaucracy of administration officials. There are nearly 2,500 administration officials that currently work for the MTA.³ The salaries of each official average \$240,000 annually.³ Given the considerable issues

¹ See Metropolitan Transit Authority at <http://web.mta.info/nyct/facts/ffhist.htm>

² See Hartford Courant at <https://www.courant.com/politics/hc-pol-transportation-authority-tolls-20190206-67ys52bdqjhcvgctnkk4v6bsy-story.html>

³ See The New York Times at <https://www.nytimes.com/2017/11/18/nyregion/new-york-subway-system-failure-delays.html>

with the MTA, creating a CTA, and inviting these same problems into the state of Connecticut, would be an unwise move at best.

³ See The New York Times at <https://www.nytimes.com/2017/11/18/nyregion/new-york-subway-system-failure-delays.html>