

**Motor Carrier Advisory Council**  
**Microsoft Teams Meeting**  
**June 26, 2025**  
**Meeting Minutes**

**Attendees:** Chief Matthew Galante, Sandra Bianco, Commissioner Tony Guerrera, Gene Catania, Michelle Givens, Tiffany Hardwick, Cindy Zuerblis, Kelly O’Connell, Chris Herb, James Polites, Lt. Evelyn Stender, Adam Grippo, Paul Farrell, Eric Johnson, David Hiscox, Paul Kritzler, John Getsie, Audrey Hall, Peter Gacek, Aaron Swanson, Daniel Devine, Stacy Manware, Michele Moroni, Eyvonne Parker-Bair, Mildred Torres-Ferguson, Alexander Cintron

- I. **Call to Order** – Motor Carrier Advisory Council (MCAC) Chairman Matthew Galante. Called the meeting to order at 1:00 pm and informed the participants the meeting was being recorded.
  
- II. **Approval of the February 6, 2025, Minutes** – Chairman Galante asked if there were any changes to be made to the minutes from the last meeting. There weren’t any requests for changes. Chairman Galante asked for a motion to accept the minutes David Hiscox motioned to approve the minutes, and Paul Farrell and Chris Herb seconded the motion. Minutes approved.

**Review of the Legislative Session of the General Assembly and DMV Legislative Review – Jim Polites -** Just a quick update. House Bill 7160 included several provisions that DMV proposed and many that were added to that large bill. The DMV will be going through those items and preparing for implementation. House Bill 7162 the Towing statute reform bill, Jim stated a lot of that work will fall on the agency as well. There will be setting up of some mechanisms and updates for reform of towing statutes having to do with both medium and heavy duty towing or as referred to in the bill Police ordered towing. There was also some movement and advancements on highway safety, new and increased penalties regarding the operation of vehicles on our highways and public roadways with safety in mind. Jim stated he is hearing about additional legislative opportunities and sessions that may take place this fall.

**Dept. of Economic and Community Development – No Attendee**

**Dept. of Emergency Services and Public Protection – Alexander Cintron** – New to the meetings introduced himself and had nothing new to add at this time.

**Dept. of Energy and Environmental Protection- Paul Farrell**

- Nothing to report from the legislative Session but there are a few developments happening in the world right now that would affect the trucking industry in Connecticut. Congress recently took some action using the Congressional Review Act to revoke waivers issued to several states around us that implement the California emissions standards for heavy duty vehicles. This would have been the low Knox omnibus rules and the advanced clean truck rules that would

require a certain number of vehicles to be electrified in all states around New Jersey, New York, Rhode Island, and Massachusetts. At this point it is now in abeyance, there is clearly litigation on that, and we will see where that goes.

- The EPA has indicated that they intend to rollback several regulatory requirements applicable to a wide variety of sources, including heavy duty and medium duty vehicles. We are not sure what will happen with the standards that were set to take effect with the 2027 model year, we would expect the EPA to come out with proposed rules by the end of the year, they have indicated they want to finalize this before calendar year 2026 but we are still unsure at this time. This would be important for Connecticut, as of June 26, 2025 we have already exceeded the health-based standards for ozone on 11 different occasions. Most of the out ozone forming pollution in Connecticut comes from the transportation sector. Lots of states near Connecticut are adopting inspection maintenance programs for trucks to try to get tailpipe emissions from trucks, this will be a hot topic of discussion in the coming year.
- Some of the grants are still funded so we are moving forward with the climate pollution reduction grant that was awarded to New Jersey, looking to set up medium and heavy-duty electric charging stations.
- The Volkswagen Knox Migration grant which DEEP implicates was originally a 56-million-dollar grant for clean vehicle turnover, 80% of that funding needs to be obligated by October of 2027. Currently of that 56 million we have a balance of about \$18,000,000 and would expect to see VW grant award or grant announcement coming out probably in the fall.
- Chris Herb asked a question regarding Transportation sector emissions related to non-attainment. What can we do regarding the EPA's efforts in preventing pollution coming from western states? Paul replied that he would not expect to see anything significant coming from EPA that would require sources that impact Connecticut's air quality to do anything additional.

#### **Dept. of Revenue Services – Peter Gacek**

- DRS just published the new tax rate effective July 1 for diesel tax which is 48.9 cents a gallon a reduction of 3 ½ cents from this year so as of July 1 for the next year the diesel rate will be 48.9 cents a gallon.

#### **DOT – David Hiscox, Aaron Swanson**

- Dave stated there is no changes to the commercial vehicle size and weight laws this past session.
- Aaron Swanson stated that legislatively there was not a lot to add beyond what Jim Polites already stated. DOT has officially started updating its spray plan, the last spray plan runs through 2026. DOT must have the plan submitted to FHWA before the close of next year, we have a vendor on board working on updates now.
- Virtual weigh station project between DOT and DMV is progressing and a contract has been agreed upon by the two agencies.

### **Judicial – Stacy Manware**

- Nothing significant to report in terms of legislation.
- Judicial is expecting to hold their first remote CDL hearing sometime in August no exact date is set. Waiting on live streaming equipment and moving on with the project which was funded by FMCSA.

### **UCONN – Eric Jackson**

- Nothing to report from the legislative side for UCONN.
- Update on the truck parking study, Signs are being printed that will be deployed at 20 rest areas and parking locations throughout the state to start collecting data on truck parking. Eric posted one of the flyers in the chat for all the members of the meeting to view.
- Looking for feedback from drivers to get more information on where trucks need to park, amenities that may need that is for the study they are doing as part of FMCSA's truck parking study.
- UCONN worked to submit a grant this time around for high priority to help with data quality for motor vehicle crashes, that was submitted on June 20<sup>th</sup>.
- Dave Hiscox added that there is a project working through the system to expand the parking at the Southington Rest area.

### **CT Farm Bureau – No Attendee**

### **Motor Carrier Industry**

### **Connecticut Bus Association/CT School Transportation Association – No Attendee**

### **Connecticut Construction Industries Association – No Attendee**

### **Connecticut Energy Marketers Association – Chris Herb**

- Nothing Legislative to report. Chris said that he wanted to make everyone aware that there could be some potential requests of DMV if it all goes the way they are thinking it may go. A month ago, Buckeye Terminals who operate the Deep-water port in Groton has announced that they are evaluating the long-term viability. This terminal is one of only a few deepwater ports in New England and is a significant source of heating oil and diesel fuel to primarily southern Connecticut and beyond. If this plant decides to shutter, we will need to figure out the amount of supply that would need to be added to the existing infrastructure in the area. There is a small terminal in New London and one north of Franklin that does not have the capacity to believe to be able to add the number of gallons needed to properly supply that area. The next closest terminals are on Plainfield, New Haven and Wethersfield. It would be very difficult to be able to keep

up especially in extremely cold days. There could be potential traffic issues and being able to support these people who are going to need these products especially in the peak of winter.

**Connecticut Food Store Association – No Attendee**

**Connecticut Farm Bureau – Joan Nichols – No Attendee**

**Motor Transport Association of Connecticut – No Attendee**

**U.S DOT Federal Motor Carrier Safety Association (FMCSA) – No Attendee**

**Innovative Technology Deployment/Commercial Vehicle Operations (ITD/CVO) – Lt. Stender**

- Touching on the ITD program, the contract is moving forward for approval and hopefully we will be building something into the ground by the end of this summer.

**Performance Registration Information System Management (PRISM) – Lt. Stender**

- PRISM - A high priority grant was put in to move us from enhance to expanded PRISM so that should automatically catch all our out of service violation trucks for the 10,000 to 26,000 lb truck bracket.

**Connecticut Motor Carrier Safety Assistance Program (MCSAP) – Lt. Stender**

- No legislative updated. New regulation that FMCSA has passed that became an out of service condition on June 25<sup>th</sup>, 2025, is the non-compliance with English language regulation for those of us who have been doing trucks for a little while this used to be an out of service violation 8-9 years ago and it had been removed. This has since been revitalized with the current administration. Inspectors now must determine whether a driver is proficient in the English language by administering an assessment during the driver interview at the start of each inspection. This should not be a huge concern for Connecticut or the northeast as it may be in Southern states.
- CVSD inspectors have done 8407 inspections since the start of this year, we currently have a 20.99% Out of Service rate which means one out of every four trucks gets taken off the road. We are making every effort to combat CMV crashes and to prevent fatalities on our roadways.
- We have completed 9401 buses which puts us further along than we were last year and gives us two months for the straggling 1000 buses left to complete. The Bypass program is still working effectively saving driver time, gas and CO emissions into the atmosphere.

**CDL Testing – DEU – Cindy Zuerblis**

- July 1 we will be switching over to the new CDL modernized test. All the trucking companies are aware of this, we have been out for the past month visiting locations and making sure that their skills test footprint is in place, and everything is going smooth.

**Closing Statements**

- Chairman Galante thanked everyone for participating in the meeting and appreciates your time.

**Chairman Matthew Galante -Motion to adjourn – Cindy Zuerblis Motion to adjourn, David Hiscox Second.**

- The meeting was adjourned at 1:30 pm.