

Testimony Submitted under the following titles totaling ~2500

- Opposition to Tolls in Connecticut
- Testimony in Opposition to LCO-373
- NO to tolls
- No to Truck Only Tolls
- No to Draft Bill LCO #373
- No to LCO #373
- No Tolls
- No Tolls CT
- Friday public hearing
- Public hearing
- Tolls hearing

Testimony most often referenced the following:

1/31 Public Hearing Testimony: Opposed to Tolls

Summary of Opposition

- Some trucks and other traffic will find a bypass, causing a traffic burden on secondary roads.
- Some counties have no tolls. That means, UNEVEN taxation.
- Trucks will only pass the cost on to us.
- Costs
- Privacy concerns
- Accountability

Traffic Bypass

Here are the specific bypass issues around Waterbury alone. These same situations will be duplicated around

Hartford, New Haven, Bridgeport, Stamford and other cities.

- Some trucks heading north will get off Route 8 onto Route 63 in Naugatuck and drive up into Watertown.

- Some trucks heading west will get off in Bristol on follow Route 6, west into Thomaston, Watertown's UPS and

FedEx centers

-Some trucks heading east will get off in Southbury to work their way to Route 6, east through Woodbury

-Specifically, the trucking companies and delivery services in Watertown will find bypasses, including UPS, FedEx, Amazon.

Uneven Taxation

Here are the proposed Toll Gantry locations:

- (1) On Interstate 84 crossing the Housatonic River in the towns of Newtown and Southbury;
- (2) On Interstate 84 and Connecticut Route 8 in the city of Waterbury;

- (3) On Interstate 84 overpassing Berkshire Road in the town of West Hartford
- (4) On Interstate 91 and Connecticut Route 15 at the Charter Oak Bridge and Dutch Point in the cities of Hartford and East Hartford
- (5) On Interstate 95 overpassing the Metro-North Railroad in the city of Stamford
- (6) On Interstate 95 overpassing Connecticut Route 33 in the town of Westport;
- (7) On Interstate 95 overpassing the Metro-North Railroad in the city of West Haven;
- (8) On Interstate 95 overpassing Connecticut Route 161 in the town of East Lyme
- (9) On Interstate 95 overpassing the Thames River in the cities of New London and Groton;
- (10) On Interstate 395 overpassing the Moosup River in the town of Plainfield;
- (11) On Interstate 684 overpassing the Byram River in the town of Greenwich; and
- (12) On Connecticut Route 8, south of the interchange with Interstate 84 in the city of Waterbury.

As you review this list of Toll Gantries, there are:

- No tolls near Windsor Locks.
- No tolls near Willimantic.
- No Tolls near Torrington.

Here is a Country breakdown of Toll Gantries:

Fairfield County

Toll Gantries: 1 5 6 11

Hartford County

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Toll Gantries: 3 4

Litchfield County

Toll Gantries: none

Middlesex County

Toll Gantries: 8

New Haven County

Toll Gantries: 2 7 12

New London County

Toll Gantries: 9 10

Tolland County

Toll Gantries: none

Windham County

Toll Gantries: none

Costs

Building

Technology is not free. These Toll Gantries are not like a consumer Refrigerator, they are expensive

Maintenance

Toll Gantry costs, such as Repair, Maintenance, Maintenance Neglect, Energy Operation Costs, Information

Transmission services will be a continuous expense to be considered.

Collection Costs

Hiring Staff and State Department to manage collection is obviously not free. Employee benefits will be

expensive. Will hiring a third party Collection service be cheaper, or break Union Contract that are in place?

Unpaid Collections

Massachusetts faced unpaid tolls on the Massachusetts Turnpike in several areas: Unreadable license plates,

Out of State license plates, unrecognized Toll Devices. Mailing Costs, Court Costs. Another infrastructure is

required. But imagine using an out of state company, such as E-Z Pass.(Delware)

At what point does “increasing the Gasoline Tax” which costs nothing to impose, sound better?

At what point to servicing our own Marijuana retail store start to sound better, since nearby states already sell

it. (Connecticut residents are going to Massachusetts to get theirs)

<https://en.wikipedia.org/wiki/E-ZPass>

Privacy concerns

Civil liberties and privacy rights advocates have expressed concern about how the position data gathered

through E-ZPass is used. As of August 2007, several states that employ E-ZPass had provided electronic

toll information in response to court orders in civil cases, including divorces and other non-criminal matters.

Position data is collected by antennas at locations in addition to fee collection locations. The New York

State Department of Transportation (NYSDOT), for example, collect transponder information to provide

real-time estimates of travel times between common destinations. By subtracting the time when vehicles

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pass under the first sign from the current time, the sign can display the expected travel time between the

sign and the destination point ahead. This information is also used to determine the best times to schedule maintenance-related lane closures and for other traffic management purposes.

According to

NYSDOT, the individual tag information is encrypted, and is deleted as soon as the vehicle passes the

last reader, and is never made available to the Department

Accountability

The State of Connecticut does need to show us more accountability in a number of areas.

-Education Funding

-Highway Maintenance Funding

-State Employee Pension Funds

--Where the money really goes

Examples of form/bulk testimony Submitted:

January 29, 2020

To the State Legislature Transportation Committee,

As a longtime resident of Connecticut, I am writing in opposition to Draft Bill LCO #373 and ask that you vote AGAINST truck tolls due to the following reasons:

- Tolls are a regressive tax that hurt those with less ability to afford the expense
- CT already has a car property tax, and these funds should already be going to road infrastructure
- Citizens already pay a high gas tax and very high diesel fuel tax; will these be reduced with tolls being implemented?
- Trucks already pay high pass through tax in addition to the diesel fuel taxes of over \$17MM a year. If CT is intent on raising the cost to trucks, the State of CT should instead consider increasing the mileage taxes paid by trucks rather than putting place an expensive gantries infrastructure that is destined to be included in a lawsuit by the trucking industry. CT goods and services will only continue to rise as the CT tolls are passed on to consumers, making it even more expensive to live in CT.
- Trucks will look to AVOID the tolls and move onto local roads, clogging already congestion filled side roads and neighborhoods near the toll gantries. There will undoubtedly be additional costs to repair local roads as trucks bypass the tolls (similar to what is currently already happening in NY and MA).
- While the bill initially identifies 12 gantry locations, nothing stops the legislature (or worse off an appointed commission) from establishing additional gantries across the state.
- - there is an existing loophole in the bill that will ALLOW for cars to be tolled in the future by an appointed commission, this is completely unacceptable! This loophole must be closed to insure that cars will not be taxed in the future.
- The costs of establishing the gantries, versus the expected revenues from establishing tolls, do not come close to what is needed to pay for road and bridge improvements. Higher toll fees and more gantries will be the RESULT should this pass, given there are no protections in this bill to stop future car tolling
- The state of CT has unfortunately lost the trust of state residents when it comes to safeguarding the revenues generated from this effort. The State has repeatedly raided the Special Transportation Fund and diverted these funds to other purposes.
- This legislation puts CT taxpayers at risk for lawsuits from the trucking industry, similar to Rhode Island – this is completely unacceptable
- As currently written, the power to raise rates will be entirely in the control of the new state Transportation Council, which is NOT publicly elected.
- There is no sunset clause in this bill – once tolls are in place they will never go away and can be expanded further without any public input.

The public still does not know the numbers, which transportation projects will be funded – how can the governor and legislators think this is the right solution for CT without this information being included in this analysis?

For these reasons, please vote NO and against the installation of Truck tolls in CT.

Thank you for hearing my testimony.

XXXXXXXXXX- XXXXXXXXXXXX

Specifically:

- There remains a huge need for repairs, upgrades, improvements and maintenance to Connecticut's failing bridge and roadway infrastructure.
- Businesses think "Hartford" does a horrible job managing its financial resources, there's no trust at all in the elected officials as far as fiscal responsibility...there's no better example than the rampant abuses to the Special Transportation Fund.
- Though the state isn't to blame, \$10 Million to find out if we can even implement tolls is insane
- The term "Investment", in the way that governments use it, is code for "tax"...we're going to get more money out of you somehow. Tolls are just another tax on the businesses and the residents of one of the most heavily taxed states in the nation
- After reviewing this latest proposal, I estimate the cost of this new tax to Thurston Foods would be well in excess of \$350,000 per year, a cost we will initially absorb, to some extent, but will have no option but to pass along as time goes on.
- In the interim, the dollars we'll spend on this new tax will have a negative impact to our business on such things as hiring, employee wages, existing staffing, personnel benefits, upgrades and improvements to our fleet and facilities, along with a multitude of other things that will adversely affect the businesses we support and the local communities in our area.
- When it comes to tolls and taxes, it is a zero sum game. There are only so many dollars to go around, so what is given to one, in this case the State of Connecticut, must be taken from another.
- Thurston Foods is no different than any other commercial carrier, or other business, that will be paying this burdensome tax, there will be no alternative but to pass its cost along in order to remain in business. It's not hard to understand and the mathematics are neither difficult nor complicated.

Let me point out some unfortunate truths:

- Connecticut is consistently rated as one of the very worst states in the nation to do business. That is a fact.
- Connecticut is suffering from a substantial emigration problem with big time taxpayers, employers, people, businesses and industry leaving the state in droves. That is a fact.

- Connecticut is losing companies and jobs to neighboring states like Massachusetts, Rhode Island and New York, not notoriously business friendly states, they just happen to be better than Connecticut. That is a fact.
- Connecticut is not competitive in attracting new businesses and investments to the State. That is a fact.
- Connecticut's teenagers are leaving to attend colleges and universities out of state and they are not coming back. (I know, I have two of my own.) That is a fact.
- Connecticut's infrastructure projects are never completed within budget nor on time. Never. That is a fact.
- If the issue of Tolls were to be put forth in a referendum to Connecticut's voters, it would fail miserably. That is a fact.
- The reason people don't trust politicians at the state level is easily explained. There's not a person in this room, legislators especially, who would bet even \$100 that if this proposal were to pass as it stands today, it would bear any remote resemblance in a mere 5 years. That is a fact.
- No economy in the history of the world has ever taxed its way into prosperity. That is a fact.

I am adamantly opposed to any legislation that implements tolls for any vehicles in the State of Connecticut. It will be much too easy to move from trucks only to all vehicles once the gantries are in. Instead of implementing a new income stream for the State Transportation fund I propose the following:

1. Return all of the funds raided from the transportation fund for the general fund over the last 10 years.
2. Scale back or end all subsidies for mass transit. Why should the State be subsidizing transportation for people to go to work in New York when most are from the wealthiest towns in Connecticut?
3. Scale back or end all mass transit projects that do not forecast a break even. (New Britain to Hartford Busway)
4. End the wasteful practices in DOT. Don't mow the sides of highways in October and November. Don't plow the gutters of roads for the last inch of snow on Sunday evenings. Don't patch any roads on weekends unless it is an emergency repair. Basically eliminate all but emergency overtime.
5. Commit all sales taxes on vehicles to the Transportation fund.
6. Commit all gas taxes to the Transportation fund.

XXXX-XXX
Litchfield CT

Testimony Submitted under the following titles totaling ~500

(including several petitions & packets filled with member testimony from workers)

- Support to Tolls in Connecticut
- Testimony in Support OF LCO-373
- Yes to tolls
- Yes to LCO #373
- Friday public hearing
- Public hearing
- Tolls hearing

Examples of fully written form/bulk testimony Submitted:

Ladies and Gentlemen:

I am writing in support of LCO-373, a bill which makes so much sense and with respect to which the various “arguments against” are specious or downright dishonest.

The money that would be raised under the bill would come ONLY from heavy trucks – not passenger cars, panel trucks, overnight delivery trucks, etc. It is truly a user fee – imposed only on those who use (and, frankly, abuse) our roads. It is NOT a tax in any sense of the word. Connecticut residents who do not drive heavy trucks would NOT be liable. Connecticut (and Vermont) are the only states in the Northeast – in fact, along the Eastern seaboard – that do NOT impose user fees on those who use our roads. Why are we subsidizing interests that use our highways but do not pay for the wear and tear which result from that use.

These monies would not be available for other uses, and they are desperately needed, as anyone who uses our highways and/or Metro-North New Haven line knows. Connecticut would be spared the cost of issuing and servicing debt, at a time when we are finally seeing the State’s credit rating improve. Why go backwards?

This should be an easy vote. It is the right thing to do, Connecticut needs it, and those opposing it do not have Connecticut’s best interests at heart. Do the right thing, do the courageous thing,

do the smart thing. At this time in our country's history, such principled action is more important than ever.

Very truly yours,

XXXX-XXXX

XXXX- Connecticut

To Whom It May Concern:

I am a CT voter in favor of Trucks-only tolls to pay for upgrades to our infrastructure. Vote Yes on LCO-373.

XXX-XXXXXX

To Whom it May Concern:

I am writing in support of LCO-373.

I support tolling on our state highways. We need to invest in our transportation infrastructure and it is common sense to ask users of that infrastructure to help pay.

Every state around ours uses tolls and we are missing out on a revenue source in Connecticut and are behind the times.

Tolling technology is such that cars no longer need to stop to pay and thus safety concerns have been eliminated.

Respectfully,

XXX-XXXX

Greenwich, CT

To the Honorable Senator Leone, Representative Lemar and members of the Transportation Committee

I write to strongly support the concept of tolls in Connecticut. I actually support tolls on cars as well. I understand that this would be a burden on some residents but it appears to have worked in all the eastern seaboard states with tolls.

The argument to drop the whole idea since we will not get the revenue we initially expected is foolish. Every dollar we get from tolls will off set money in the budget for infrastructure which can be used for education, health care and many other areas of need.

We hear about people who are angry about our ever rising taxes. Well with out tolls I suspect that every tax we have currently in place would have to be raised to improve our infrastructure. With the added income I would hope that there would be less inclination to raise taxes. It is illogical to not foresee that taxes would continue to be raised if we do not get additional funds in the budget

Borrowing is not an option.

Please put Connecticut on a path for economic growth.

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